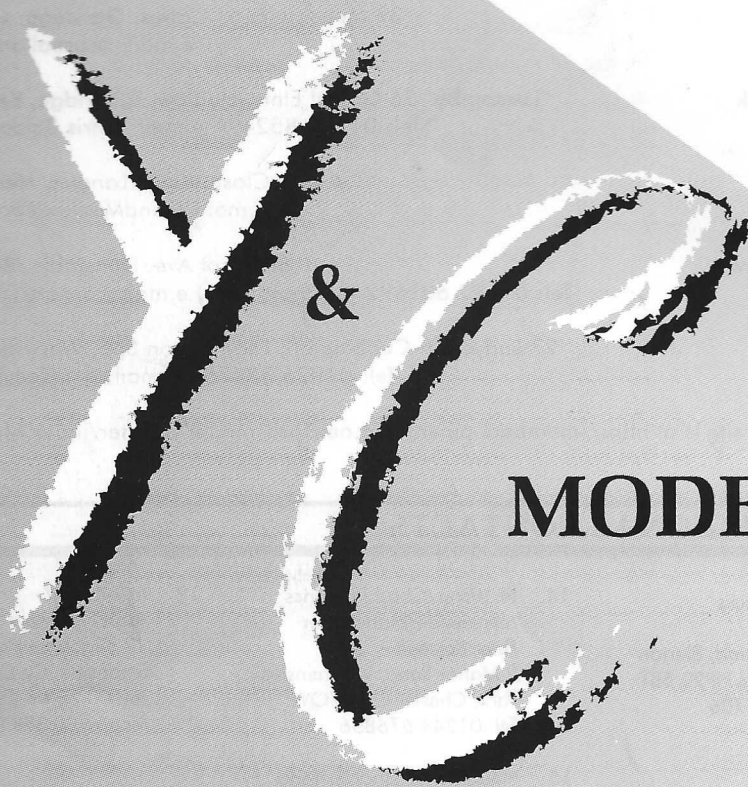


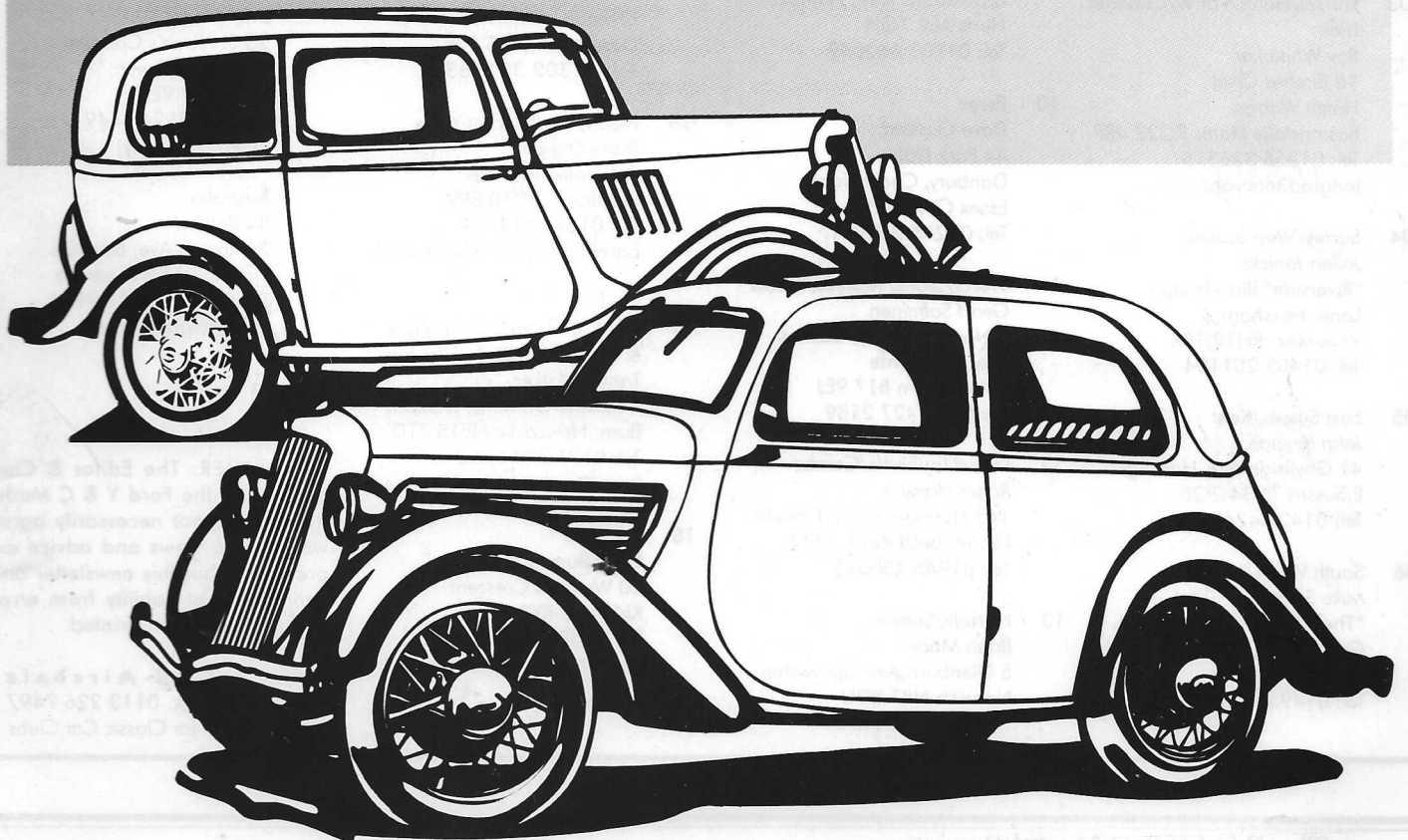
TRANSVERSE TORQUE

FORD

Issue 135 - March - April 2002



MODEL REGISTER



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THE FORD Y & C MODEL REGISTER web site is at <http://members.pipemedia.net/ford-model-register/index.htm>

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Editorial

As I start this editorial, 20 February 2002, the last Ford Fiesta is rolling off the production line at Dagenham, ending just over 70 years of vehicle production. On 1st October 1931 the first vehicle, a Model AA truck, was driven off the line by Rowland Smith, the Production Manager who had so much involvement in the design, development and production of the Model 'Y'. The television news bulletins today have included many shots of Model 'Y's, especially the Ford Motor Company's own DOA 244, as the Model 'Y' was the first car to reach mass-production numbers at Dagenham. We wish Mike Harvey, the Engine Plant Manager and friend of the Y&C Register, every success in the future of Dagenham as an engine manufacturing base.

I am grateful to David Gustard who has been very active in his new-found retirement sorting through his drawers and cupboards and forwarding to me interesting bits and bobs about our cars. He handed me an envelope at the All Ford Rally which contained a history of the Ford Motor Company in Swedish. His Swedish is limited to "Two beers please, my friend will pay.", which is 100% better than my Swedish! However, the article is now safely tucked up in the Sweden file in the archives. He also included the Sunday Times supplement from 15th February 1981, in which the photographic work of James Forsythe was illustrated. Forsythe arrived in Newcastle during WW II and worked in the Vickers Armstrong arms factory, where he lost an eye in an industrial accident. He began taking photographs of local scenes, which were exhibited in the Side Gallery in Newcastle. One scene, which I think we have included before in the magazine, but which is worth a second airing as it is so evocative and oozes nostalgia, is the photograph of the street corner second hand car lot, taken in 1957. The final inclusion in the envelope was a series of strip cartoons on the history of the Ford Motor Company which appeared in The Ford Times between 1977 and 1980, written by David Burgess-Wise. These will appear in subsequent issues of the magazine. Thanks David G. for your valued contributions.

"James Forsythe's photograph of a second hand car lot on the corner of Water Street in Newcastle in 1957. The Tudor Model 'Y', with its reinforced radiator grille and North Riding of Yorkshire early 1936 registration, is apparently a 'Good Runner', according to the distemper writing on the windscreen and is selling for £27/10. I'm sure that, with a bit of haggling, that could be reduced to £25, which is what I paid for my first Model 'Y' in 1957."



Some time ago, Robin Barraclough of the Model 'A' Club of Great Britain sent me extracts from the book 'Lucas - The First 100

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Years' by Harold Nockolds (Davis & Charles, 1976). Just to emphasise the importance of the Lucas Group to the British motor industry in the 1930s, the sales for the year end 1932/33 topped £5 million; and this was in an industry that was badly hit by the Great Depression. The number of British cars equipped by Lucas and Rotax was 247,653 for home and export. These included 34,557 Model 'Y's, for which Lucas supplied the dynamos, starters and distributors, but not the lights, batteries and cables.

Jim Miles has added a listing of the pre-war German province and city registration marks to the large German file in the archives and has been more than a little prolific in sending in photographs, mainly of German Kölns and Eifels. The first appeared in the last issue and I shall be sharing the remainder with you in future issues of the magazine.

Incidentally, whilst playing our annual family game of 'Trivial Pursuits' over Christmas, one question asked was "When was the Highway Code first issued". The answer on the back of the card was "1951", which is very strange as, only the previous week, I had picked up a first edition, dated 1935, at an antique fair. My copy of the first edition, with a foreword from Leslie Hoare-Belisha, The Minister of Transport during the production life-time of our cars, is now in the Register archives.

Photograph on back cover

This superb photograph of a 1937 London registered Model 'Y' is from the George Ellis collection and appeared in the 30 September 1999 issue of a Cornish newspaper, the cutting from which was sent in by Julian Janicki. The car is parked in front of Lanivet Parish Church, to the south west of Bodmin. The photograph was obviously taken during the war as the car has black-out shields on its headlamps and a white painted front bumper. It is unusual in that it has twin windscreen wipers - probably a post-production modification. I am grateful to the Cornish Studies Library for providing the photograph and for giving permission to reproduce it.

A number of cars which are new to the Register have appeared recently; most from overseas, but some in the UK. The Bezzant find in Essex, described in this issue, is particularly interesting and thanks go to an observant Peter King who reported the advertisement for it in his local car club magazine. The 'cream' Model 'Y', BGU 511, which Bob Wilkinson and I discovered at the Henry Ford Day at Gaydon last May, and which was written up in Issue 131, has found a home with new member, Ian MacDonald, on the Isle of Lewis in Scotland. I hope that he decides to restore it back to its original cream colour. We wish him success with the restoration. Tim Brandon has found a 'basket case' Model 'Y' pick-up. I am awaiting the details to enter it onto the register of survivors. He might even let us have a photograph for the magazine?

Other regular contributors have been busy, for which many thanks. Luis Cascante sent in a copy of a French article on the Model 'Y'; disappointing in that it gave no information about the French assembly plant at Asnières, about which we know very little. Mark Turner provided me with three consecutive issues of the American magazine 'Cars & Parts' which documented the history of the 1935 V8, on which the body styling of the Model 'C' and 'CX' was based and Bill Ballard has added yet more Ford (Australia) Bulletins to the archives. We are well on the way to having a full set.

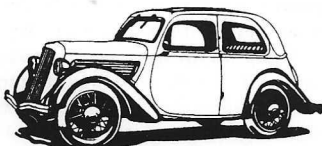
I have three apologies to make after the last issue. Firstly, I am apparently not making obvious the names of contributors to the magazine. I hope that this will be easily rectified. Secondly, I gave the wrong date for the deadline for copy in the last issue, i.e. one month early, and thirdly, some of you have complained about the quality of the photographs. Steve Waldenberg, our publisher, has taken this on board and, hopefully, is able to influence the printers in this respect. The article on the centenary of Ford's entry into motor racing, unfortunately, could not find a slot in the last issue and has been carried over to this one. Also with this issue you should receive the long awaited FBHVC subscribing membership form which I mentioned in my last Newsletter and which I hope that many of you will take up.

Both Geoff Murrell and Bob Wilkinson in their contributions have waxed eloquently on the injection of new blood into the list of Y&C Register officers. Suffice it to say that I also am quietly delighted at this development.

I look forward to seeing many of you at the A.G.M. on the 14th April 2002.

Deadline for copy for Issue 136.
Saturday 27th April 2002

Sam Roberts



Secretary's ramblings

At the time of writing, the weather is cold with heavy horizontal rain.....not quite what we need to use our old cars. However the Y&C Register skies are bright and Spring draws ever nearer. The club skies are indeed bright since, following Geoff Murrell's plea for member support, we have four new volunteer Regional Contacts! We welcome and thank Roy Hocking (Region 8), John Argent (Region 9), David Gustard (Region 10) and Ken Sleight (Region 15) for agreeing to take on these posts. Contact details are listed inside the front cover so why not give YOUR new Regional Contact a welcome. We feel that local contact and support is a must for members restoring or just looking for friends to link up with for local runs or just a chat, so please give your effort in your region. On this subject Trevor Walker, Barry Diggle and Ken Sleight are combining forces to bring members from Yorkshire and the North to attend the magnificent Newby Hall Rally in July. They always have good weather up there so why not give them a call and enter!

In correspondence and calls from members, a high number say how impressed they are with the overall quality of our magazine. From only two basic vehicles, the range of interest, technical input and membership feedback is impressive, particularly for a club of only about 400 members. I can say all this but Sam can't. What he and all of us will say is keep the stories coming in. I hope you are as proud of our magazine.....and club as I am.

Feedback on last magazine.

On page 27. in issue 134 Jonathan Davies, in his interesting article on body design, refers to how in the 1950's the development of the water pump allowed designers to lower the radiator header tank and consequently lower the bonnet line. No disagreement with this theory, but it may come as a surprise to many readers that Henry Ford had the good sense to fit a water pump to the Model T and subsequently the Model A as well, a trend not copied by the masses until the 1950's. Why then did fashions not dictate an earlier move to lower bonnet lines? Fashion is certainly fickle.

Number Plates.

Recent legislation has decreed that plates of only the latest modern style are to be issued to UK vehicles. At the time of writing the Federation of British Historic Vehicle Clubs (FBHVC) is looking into ensuring that white on black (non-reflective plates), with the larger numeral size, will still be allowed on pre- 1973 vehicles. FBHVC is confident that exemptions to the new regulations will be allowed. Hopefully I will be able to confirm this in due course but meanwhile if you have any problems with this issue please contact me.

Websites.

In addition to our own club website, which is being accessed from around the world, I am compiling a list of other useful and interesting sites. As more members are getting the use of computers, I thought it might be useful to share our knowledge. I will start you off with < www.mysterymotors.com > run by Honest John of the Daily Telegraph, with numerous items of interest to old car buffs, including a free ad' page. Some of our Useful Contacts too have web pages as well as motoring mags. Such as Automobile on

<www.oldcar-discoveries.com>. (Good site except they consistently fail to update our club listing!) Take a look at these sites and send me yours.

We have a busy time ahead clubwise with meetings of Spares group, Committee and A.G.M. in the next few weeks. Why not come along to the A.G.M. at Willoughby Village Hall (with your 'Y' or 'C') and show your support for your club. We always have a good turnout of cars and a pleasant social gathering to accompany the business of the day. In closing I will ask you all to get out and about this Spring and Summer with your 'Y' or 'C', particularly to link with other local members. Enjoy using these old cars and enjoy the pleasure they give to all who see them too. I'm really looking forward to visiting Ireland on Convoy 2002.

Membership Officer.

As we go to press, I am able to tell you that Roy Whittaker (Region 3 Contact) has responded to the needs of the club by agreeing to become our Membership Officer. Christine Baldock is stepping down after two years of excellent work for the Club. Thanks once again Christine. Roy will be in the process of taking over from Chris as we read this and will be fully operational very soon. If you have any queries, he can be contacted on 01256 326515. Welcome Roy. We hope you enjoy your new role for the Register.

Bob Wilkinson.

Bob's Joke Corner.

Chris Newman in Western Australia sent the following contribution:-

An Aussie and his wife, visiting England last year, rocked into a restaurant desperate for a good steak. He asked the waiter for a thick T bone cooked rare and seared over charcoal. The waiter was aghast:- "But what about the Mad Cow ?" he asked. The Aussie pondered and replied, " Oh, just give her chicken and chips !".

(Any comments on the eloquence of Aussies to Chris Newman.....not me)

A couple of home -grown laughlines.....

Seen on butcher's shop window....."Try our pork pies. You'll never get better."

Did you hear about the Yorkshireman who on returning from a world cruise that he did not enjoy said that, "he was going somewhere else next holiday!"

Send in your funnies to raise a smile amidst all this technical stuff.

Bob Wilkinson.

Chairman's chatter

In the last newsletter I wrote about the need for new blood in the Club, well I can report that Bob Wilkie has been well and truly busy. We have had some prospective applicants approach us but, in the main, Bob has taken the recruitment task on single handed and we are now in the fortunate situation where the Committee and Regional Contacts are fully up to strength. Bob obviously went to the task with gusto since David Gustard (no pun intended) later explained that he only accepted the role since he didn't have a spare half hour for Bob's sales patter.

Please join me in welcoming the following to their new posts as Regional Contacts -

Area 08, Oxfordshire / Berkshire and Buckinghamshire - Roy Hocking

Area 09, Bedfordshire and Hertfordshire - John Argent

Area 10, Essex - David Gustard and

Area 15, Nottinghamshire / Derbyshire / Lincolnshire and South Yorkshire -

Ken Sleight.

All their contact details appear at the front of the magazine. Please help them succeed in their new role.

The A.G.M. looms - please come along if you can. New members, first time attendees and members with cars are particularly welcome. It's held at Willoughby Village Hall from mid-day onward on Sunday, April 14. Willoughby is about four miles north-west of Daventry, just off the A45.

We also have a potential new Membership Officer to take over from Christine Baldock. At the A.G.M. Roy Whittaker has agreed to stand for election. If accepted, this will create a vacancy for a Regional Contact in Area 03, Dorset / Hampshire / Isle of Wight and The Channel Islands. I would also like to find someone to take over the role of Regalia Officer. This is a post where new ideas are needed to keep members satisfied. Applications for these challenging roles to either Bob or myself please. Remember if you don't volunteer, then Bob will seek you out!

One of the subjects up for discussion at the A.G.M. is the Y&C Register becoming a Limited Company and having a constitution. In the current climate we could be accused of sticking our collective heads in the sand if we ignored the litigious nature of life.

With my Regalia hat on, can I urge participants on Convoy 2002 to place their orders for monogrammed sweatshirts as soon as possible using the Regalia Order Form. I am also delighted to report that, using diagrams, pictures and photographs from our archives, Milestone Miniatures are close to producing a model Model 'CX' saloon. To our knowledge this is the first model of that marque to be manufactured.

Geoff Murrell

Obituaries:-

Don Firth and Peter Nesom.

Sadly we have lost two stalwarts and long serving members of the Y&C Register in Don Firth and Peter Nesom, who both died recently.

Don Firth. Halifax.

I had known Don for some 16 years through our club, having met him first at a classic car show at Kirkstall Abbey in Leeds. He had been an early member when the Y&C Register was formed and had played part in helping a good number of members over the years. His in-depth mechanical knowledge, gained from his many years in the motor trade, was imparted to others (like me with limited experience) in his own modest manner and he was respected for this.

The 1937 Ford Model Y saloon, BMW 952, which he restored and proudly ran for many years, still continues to attend our club events (including a section of Convoy 2000 with Rod McCully) now in the ownership of Ron Kendall. In more recent years, after giving up motoring and his car collection, Don continued as a club member and maintained his enthusiasm. His wife was his chauffeur for many show visits when he could no longer drive. The last time I saw Don, just prior to my moving from Yorkshire, his continuing enthusiasm was evident through his pride in his range of model cars of which he was a knowledgeable collector. I will remember Don as a kindly man and I know he will be missed by all who had shared his interest. Our condolences have been sent to Don's widow and family.

Peter Nesom. County Durham.

An early member of the Register, Peter Nesom died suddenly in late January at the early age of 52 years. Peter had taken early retirement from teaching and it was his friend Alan Pearson, one of his former pupils, who told me of Peter's sudden death. Typically Alan's own interest in old cars had been kindled some years ago whilst still at school by his former teacher. Peter's interest in old cars was extensive and included VN 5358, the 1934 Model 'Y', which he had owned for many years in addition to pre-war Austins, Morris Minors, a Triumph TR8, and a Moss kit car. Of course, over the years, many other interesting cars had come and gone. Whilst he had many restoration skills, his attitude, held with some pride, was to enjoy using his old cars and not to spend too long making them look smart. Peter was a man of energy and great humour with always a tale to tell. I recall his telling me last year, with great glee, of being stopped by the long arm of the law whilst driving his freshly MoT'd Model 'Y'. The policeman was suspicious of how a less than shiny car (OK, scruffy!) could be road-worthy, but was soon satisfied on that score. But the policeman's curiosity was active and whilst sitting in the driving seat, with the engine running, he proceeded to engage what he thought was first gear and reversed rapidly into the front of his own patrol car! The PC did not share Peter's sense of humour! Typically, as all are sure he would have wanted, his less than shiny Model 'Y' graced his funeral procession. Peter will be sadly missed by our members and the circle of old car buffs in the north east. Our sympathy goes to his family. (We extend a welcome to Peter's nephew, Andrew McClurg, who has now taken over the car and appears as one of our new members in this issue.)

Bob Wilkinson.

Northern sidelights

Plans are in hand for a "Northern Do" as part of the popular Newby Hall Rally to be held on Sunday, 21 July, 2002. This is a well-established event which has been patronised by the Ford Y&C Model Register on many occasions in the past, and one which I used to attend quite regularly during the 70s and 80s with the Austin. Several members have suggested that we take over a small pitch for a Register stand, and why not? Newby Hall is set in fine grounds, just outside Ripon and is undoubtedly one of the premier events in the northern calendar. I am in touch with Trevor Walker from Region 17 who is keen to promote the event in his neck of the woods. Newby Hall is fairly central for members in Cumbria, Durham, Northumberland etc. as well as Yorkshire and, of course members from other regions would be most welcome to join us. We are in touch with the organisers of the event who are sending us copies of the entry forms, probably in April, and anybody wishing enter should contact either Trevor or me. (Please note that Trevor does not usually arrive home from work until 8 p.m. so a phone call to him would have to be later, or use e-mail).

Could I also ask members to look in the "For Sale" column. Dave Hall of Doncaster has for

sale a Ford 'CX' chassis, engine and gearbox as well as a 1937 Fordor Model 'Y' for restoration. Sorry Dave, but your advert arrived just too late for the last edition of the magazine.

I am still interested in another informal Sunday morning type of meeting at the Skopos Museum at some point in the year. Please let me know if you are interested.

Eddie Parkin loaned me a very interesting item towards the end of last year. It is a portfolio of publicity material for the main Ford dealers for Dewsbury, Batley and district, J.R.Graham and Co Ltd. It is in the form of a scrapbook measuring 24 x18 inches (or metric equivalent) between hard covers, the front cover being embossed: J.R.Graham & Co., Advertising, with the Ford script beneath. The whole thing is held together with two wooden strips down one side with two nuts and bolts running through them and the pages! The size in fact makes photocopying rather difficult without dismantling. The contents consist of newspaper cuttings, copies of adverts from theatre programmes, Church magazines etc., with typed lists of advertising costs. For example, they paid £19 per annum for an advertisement on the fire curtain of the Dewsbury Empire in the 1930's and £6.10.0 for a "slide" at the Mirfield Picture House.

The adverts include many relevant to the Y&C period. One particularly catches the eye:

The Novel Ford Film Competition
1st Prize V8 Saloon
2nd Prize De Luxe Ford Saloon
3rd Prize £100 Ford Saloon

The idea was that "three short, snappy, stunt films would be shown during three different weeks in which the competition is run. The first explains what you do. The second is the competition proper, and, the third gives solutions. All you have to do is identify certain sounds you hear. A competition of skill and judgement". Clearly this was a national campaign promoted by Dagenham publicity, does anyone know more? Intriguing. Don't forget that battalions of people went to their local cinema probably twice weekly in the thirties! More from this collection another time.

Finally, congratulations to Ken Sleight who leaves Region 16, (in an administrative sense), to take over as Regional Contact for Region 15, (Notts, Derby, Lincs and South Yorkshire). Good Luck, Ken and many thanks for your past support in Region 16.

Best wishes,

Barry Diggle, Region 16.

ANNUAL GENERAL MEETING.

Sunday April 14th. in Willoughby Village Hall,
Willoughby, Nr. Rugby.

Willoughby Village Hall is situated about a half mile west of the A45 about 4 miles north of Daventry and 2 miles south of Dunchurch. We will be repeating the successful formula of previous years for the afternoon. Members and their friends/family gather from about midday for a 2 p.m. start to the meeting, which normally lasts about one and a half hours. Pub lunches are available next door to the hall. Members are encouraged to bring along their "Y"s and "C"s to display on the lawn of the hall. These provide plenty of interest to other members, particularly new members and those in the process of restorations.

Bring along your surplus spares, books and brochures to sell on the 'Bring and Buy' stall, from which a small percentage is taken to help the club funds. Tony Butterfield will be present with his stall of 8 and 10 h.p. spares. There will also be Regalia and books on sale.

Our meetings, though formal in part, are run in a member- friendly way, so please come along and give your support to your club and enjoy the day. If there are any agenda items which members would wish to raise, please forward them in advance, in writing, to Bob Wilkinson.

Bob Wilkinson
Secretary.

20 years ago.

Issue 16 - Feb/Mar 1982

This issue reported on the A.G.M. which was held at the Anchor Glass Co. on the North Circular Road in London. I remember it well. It was run by Tom Morgan, who was the first Treasurer and an early benefactor to the Y&C Register. It was at this meeting that a sub-committee was formed to decide the Aims and Rules of the club, headed by Tom Morgan and Jill Miles (Graham's sister and Secretary to the Register). Jim Miles and I were co-opted to help. We came up with the Aims and Rules which appear on the reverse of your membership cards. It was at this meeting that the annual subscriptions were raised from £4.00 to £5.00!

Interestingly, there were only four Regional Controllers at the time:- Jim Fitzgerald (John's father) - Ireland, George Shearer from Fife - Scotland, Ian Smith - Norfolk/Suffolk and Ray Smith - South West England. At this meeting John Guy volunteered to take on Yorkshire.

Jim Miles, as the Register Archivist, wrote Part 1 of an article on the history of the Ford Motor Company in Great Britain, entitled 'F.M.C.G.B.', which is worth repeating:-

THE FORD STORY – PART 19

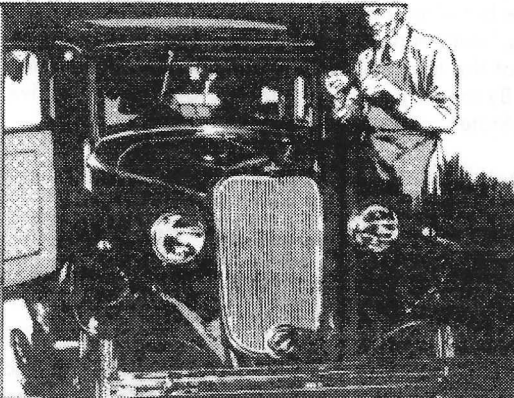
By Gary Keane and David Burgess-Wise

In the middle of the V8 development, Henry Ford receives Percival Perry's desperate plea for a small car for Europe. His chief engineer, Laurence Sheldrick, starts work in October 1931, and comments:

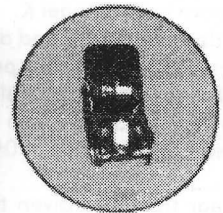
"The job was done pretty darn quick."



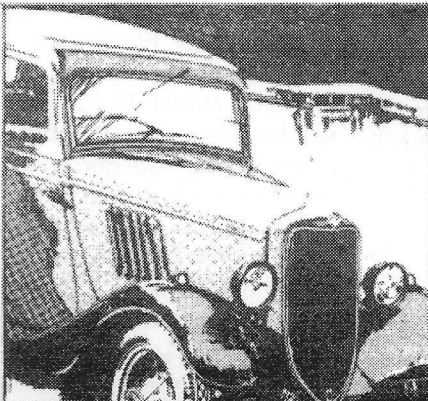
Working holidays and weekends. American and British engineers have the prototype 8 hp Model 15-Y — code name "Mercury" — ready in January. One Sunday, A. R. Smith is lying beneath the prototype adjusting the brakes, when the 87-year-old Henry Ford joins him as an emergency worker.



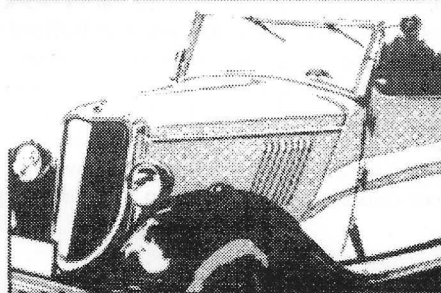
By February 1932, 14 prototypes are ready for exhibition. The Model Y is launched at Ford's Albert Hall Exhibition.



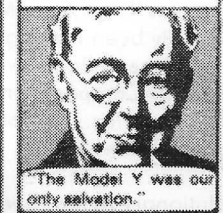
Totally redesigned, the Model Y goes into production in August 1932 little more than nine months since the first design sketches were made. It is an instant success, and Dagenham builds almost 33,000 in 1933 out of 55,300 vehicles. Ford is now one of Britain's "Big Three" motor manufacturers.



As well as Dagenham, the Model Y will be built in Ford plants in Germany (where it is known as the "Köln"), France, Spain and Australia.



Model Y is the start of a series of small Fords that will be produced almost unchanged mechanically until 1959. Ford management hails its advent with gratitude.



"The Model Y was our only salvation."

"Percival Lea Dewhurst Perry is a name that is important in this story. Perry started in the motor trade before sheepskin jackets were invented. In 1896 he started working for Harry Lawson who was the main force for the abolition of the law which forced all cars to have a man walking in front with a red flag. In 1903 a certain Mr Aubrey Blackiston arrived in London with two Model A Fords. He set up the Central Motor Car Co., 117 Long Acre, London and then employed Perry to sell Fords.

The Model A cost £215 and looked rather like a curved dash Oldsmobile. Two horizontally opposed cylinders with a bore and stroke of four inches giving 1667 c.c. and eight horsepower. Sales were poor to say the least. Only two were sold in the first year.

In 1904 and 1905 Ford bought out three new models and all were available from the Central Motor Company. First there was the Model C, basically a tarted up Model A, but with increased c.c. at 2034. It sold for £225 and the engine was in front instead of under the seats. Next came the Model F, again with increased c.c. at 2119 and priced at £275.

Then came the big-un. The Model B boasting 4591c.c. from four vertical cylinders and 40 m.p.h. By the way, one of London's first taxi fleets was based on the Model B chassis.

By 1906 the Central Motor Company had built up a reasonable trade in the various models, but there was a big problem. This was Henry Ford's insistence that all cars ordered from America had to be paid for in advance, meaning someone had to put up capital. Obviously a better arrangement was needed. Henry refused to budge, even when Perry travelled to the States and talked to him. Aubrey Blackiston had dropped out, so Perry advertised for capital. Thus was 'Perry, Thornton & Schreiber' born, the new owners of the Central Motor Company. They then moved to larger premises in Westminster Bridge Road.

The next car to be introduced was the Model N. It was small and light; basically a two-seater but with optional rear seats. The N was the first Ford manufactured in quantity with four cylinders cast in pairs, then bolted to the crankcase, developing 2519 c.c., 45 m.p.h. and cheap at £125.

After the N came the Model R and Model S. Basically improvements on the N, using the same 15 h.p. chassis but with improved bodywork. The Models N, R and S all had brass radiators, something they share only with the Model B, whose radiator was rounded at the top, whilst the others were more angular, rather like the later Model T. By the way, all these cars were right hand drive, including the ones sold in the States.

So we move to the Model K. Only two of these were imported to Europe. It had six cylinders, 6793 c.c. and did 60 m.p.h. Fords were getting 100 h.p. from the engine in 1906, but with a price tag at £650, it could not compete with the up-market European makes. Relations between Perry, Thornton and Schreiber were at a low ebb and so, when James Couzens, who was a close aide of Henry Ford, visited England in 1909, Perry wanted a better deal.

A five year franchise given to Blackiston in 1904 had come to an end. Also Ford and Couzens had decided that Britain needed a proper U.K. Branch of the Ford Motor Company. They decide that Perry was the man for the job.

By this time the Model T had been introduced and was an immediate success. The new London Branch was opened at 55 Shaftsbury Avenue and in the first year more than 400 cars were sold, enough to warrant a dealer network across the Country. Close on these events, the U.K. assembly plant at Trafford Park in Manchester was opened. Trafford Park was chosen by Perry mainly because of its good access through the Manchester Ship Canal. A factory was leased which had previously been making tram bodies and was converted for the new company's use. Assembling new cars started in October 1911. On March 8, 1911, the Ford Motor Company (England) was incorporated, a wholly owned subsidiary of Ford America. The offices and showrooms were in the old premises in Shaftsbury Avenue.

The revolutionary Model T was about to change the roads of Britain.

PART TWO - NEXT ISSUE.

Jim Miles

Bristol Classic Car Show report

February 2002. - Ivor Bryant

The first weekend of February saw the 23 rd Bristol Classic Car Show at Shepton Mallet, south of Bath. As usual the local group of the Sidevalve Owners Club represented the club by putting on a stand but this year inviting the Ford Y&C Model Register to join them. Back in September I completed the application forms for a stand and suggested that we put on a combined stand with the Y&C Register as in the past we have had adjacent stands and Nick Glenister has been struggling for support. Due to a late application we were unable to get the second stand.

I wrote to the organisers of the exhibition whinging about the small size of the area we were allocated and luckily was given a 7m x 5m space rather than the 5m x 5m space we had been previously allocated. This allowed us to exhibit at least 3 cars. We generally try to show different vehicles each year.

Travelling to work takes about 50 minutes and thus I have some thinking time. I recalled that Jack Russell, the cricketer, who lives locally, had a Model 'Y' van and contacted him via his web site by e-mail to ask if we could borrow his van. He duly obliged. One vehicle sorted. Pub meetings move on to a cricketing theme and Mike Taylor, who works with groundsmen's machinery, volunteered to try to borrow a Ransomes roller with a Ford 10 engine.... another success. Ty Payne, whom we have known for a long time but has not been involved with the show in the past, was then asked if he would show his 100E Popular. We thus had the making of a stand. Other ideas were added with further pub meetings. As the weekend approached confirmations were made.

First to arrive on the Friday afternoon was Mike with the roller and some green carpet liberated from a skip. Then Ty arrived with the Popular. The weather was awful. Ty had checked earlier in the week if the show was still on and I was beginning to doubt if he would show up as he doesn't take the car out in the rain. However, here he was in the hall drying his car off. Late afternoon Peter Williams and I arrived with the 1933 Model 'Y' van on the back of a borrowed spectacle lift recovery vehicle, which Peter had borrowed from a local garage who own a Siva. We then assembled our display with the tarpaulin backdrop painted to look like a cricket pavilion, cricket wickets, two cricket balls suspended on fishing line and thread from the roof trusses, half a cricket ball on Ty's windscreen and Peter's plywood Jack Russell dog positioned behind the wickets. All in all it created a good interest. Nobody else was exhibiting a roller. The other half of the cricket ball later found its way onto the windscreen of Bob Stear's Riley (Bob was the FSOC

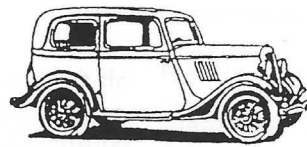
local organiser for a while).

Apart from others, we were visited by Phil Wookey who has previously exhibited his Model 'Y' and Colin White, the owner of the Nibbs and Parkyn Model 'Y' tourer from Ringwood. Brian, Reggie, Martin and Elaine looked after the stand on Saturday along with Nick Glenister, Ron, Peter, Mike, Ian and myself on the Sunday. A good time was had by all, Mike reporting that he met a lot of lovely people, including a charming lady enthralled by the merits of vintage car racing at Nürburgring. Thanks to all involved, for the loan of the van, the roller, the transport, etc. This is the second year we have exhibited non-member vehicles. I wonder if we can borrow the boat from the Waterways Museum next year?



"Ex-England cricketer Jack Russell's ex Fordor, 1933 van (Y22849) on display at Bristol, appropriately registered 'W15DENS' for the show."

We didn't qualify for any prizes. The Mendip Car Club had a stand "Four Weddings and a Funeral" with 4 wedding cars and a black mini van complete with coffin. The Morris Minor stand had a scrapyard Heaven with cars passing up to the pearly gates to be greeted by a rotweiler on a chain. Also present was the new Morgan Aero 8, a classic before its first MOT!

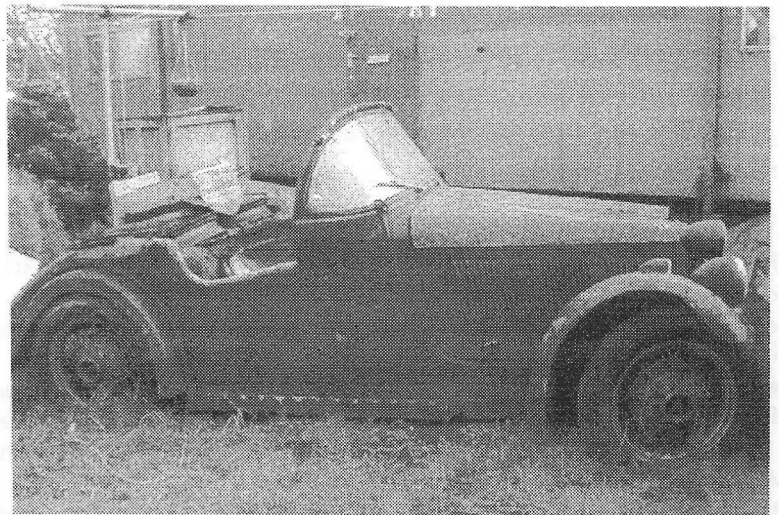


The e-mail photograph was of a side view, which showed that the car was certainly a Model 'Y' sports tourer with no running boards, no door on the driver's side, 30 louvres along each side of the bonnet, helmet type cycle wings with torpedo style side lights. I did not immediately recognise the model, but a flip through the archives, soon convinced me that I was looking at a Bezzant Special two-seater sports car of 1934 vintage. Those used for rally and trials in the early 1930s were generally highly tuned

An exciting discovery

- a Bezzant Special

Once every five years or so it would seem that a hitherto thought-to-be-extinct Model 'Y' tourer variant comes out of the woodwork. In 1990, the sole surviving Knibbs Parkyn tourer turned up at Hatfield House in Hertfordshire (now owned by Colin and Julie White in Ringwood, Hampshire) and in 1994, we were made aware of Andrew Carter's Dagenham Motors 4-seater tourer in Cottenham, Cambridgeshire (restoration progress Andrew?). Now, in 2002, another exciting find. Peter King alerted us to it, having seen an advertisement for a Model 'Y' tourer 'for sale' in the magazine of his local car club in Essex, The Colne Valley Classic & Vintage Club. In response to the advertisement, I telephoned Colne Valley club member John Olivera in high hopes that the car in question would be the illusive Model 'Y' Cairn coupé, which has been rumoured to be hiding in Essex for many years. John however is only acting as the go-between for the widow of the tourer's owner, who had owned the car for some considerable number of years. After hearing my enthusiasm and questions about the car, John did agree to take some photographs and send them to me for identification. The first photograph arrived by e-mail following a telephone discussion in which it was clear that the car was not the missing Cairn, but which gave some clues on the body design. Clues such as it was a two-seater with a bench front seat; two wind cowls on the scuttle (hidden by an add-on post-war curved windscreen); supports for a fold-flat windscreen still in situ and a sloping tail.



"The Bezzant Special two-seater which has come to light in Essex. Apart from the incongruous post-war windscreen covering the wind cowls and headlamps, the car looks to have its original body. Note the fold-flat windscreen pillars still in situ."

cars and were very successful, which prompted me to say in my book on the Model 'Y' (page 123) "Because these cars were designed and used for competition

purposes, it's not surprising that none is known to have survived."

Jack Bezzant was a former racing driver and Aston Martin mechanic working out of the Povey Cross Motor Company in Horley, Surrey. Povey Cross was also the home of Sir Malcolm Campbell; Sir Malcolm being a Director of the Ford Motor Company at the time. It is probably no coincidence therefore that early in the life of the Model 'Y', Jack Bezzant saw the potential of the 8 h.p. sidevalve engine. In 1934, 'The Autocar', in separate articles, covered the four-seater and the two-seater Bezzant. The first article on the four-seater read as follows:-

"A sports version of the 8 h.p. Ford has been produced by J. Bezzant, of the Povey Cross Motor Co., Horley, Surrey. The basis is the standard 8 h.p. Ford chassis fitted with a specially built open body of four-seater appearance, but actually a two-seater, with separate front seats, the space behind, under a tonneau cover, being intended entirely for luggage-carrying purposes.

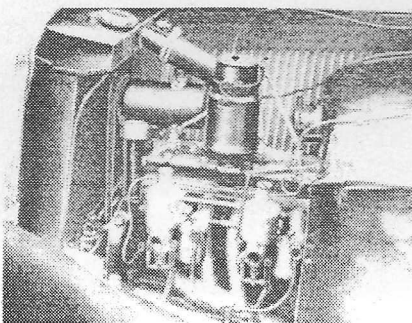
Modifications are made to the engine, two S.U. carburettors (sic.) are fitted, in connection with which there is a balance pipe between the two intakes primarily to assist in giving good slow running. The compression ratio is very slightly increased, and the inlet and exhaust ports are machined, the better to give a smooth flow to the gases, so helping the production of an increased power output. Then the radiator block is a different pattern, lower but appreciably thicker in the front-to-back sense, and this, it is considered, justifies the removal of the fan normally fitted, for which there would not be sufficient room with the thicker radiator core.

The illustration of the engine shows a Scintilla Vertex magneto, but that is an extra, at £7 10s. Fuel is raised from the rear tank by means of an S.U. electrically operated pump in place of the standard camshaft-driven pump, but otherwise no changes are made to the engine.

The coachwork has pleasing lines, with cut-away sides, a neat hood, wind deflectors of the accepted pattern in the scuttle, and a screen, comparatively high for a sports car, which can be lowered flat on the scuttle. Big-dial speedometer and rev counter instruments were fitted on the car inspected, but they, again, are extras and not included in the normal price of the car, which is £180.

A neat type of spring-spoked steering wheel is used, this being the Bluemel Campbell model, and a feature from the driving point of view is the very adequate elbow room afforded for both driver and passenger.

A short run was taken in the car, and as far as could be judged in the circumstances, it possesses a decidedly lively performance, especially in the lower gears, and, a feature of the standard Ford gear box with silent-running, synchromesh second gear being the very quick change up or down between top and second. This cannot but help greatly in giving a snappy performance in accelerating through the gears. A maximum on top gear of about 70 m.p.h. is mentioned."



"The engine compartment of the Bezzant four-seater model described. Note the Vertex magneto, twin S.U. carburettors, thick radiator and lack of fan."

The second article is from 'The Autocar' dated April 6th 1934 and refers to the two seater Bezzant special:-

"Special editions of the small Ford are commanding increased attention, as the lively little engine lends itself admirably to "hotting up". One of those recently tested by 'The Autocar' is the car produced by J.W. Bezzant, the well-known racing driver, of the Povey Cross Motor Co., Horley, Surrey.

The car is available as either a two-seater or as a semi-four-seater, and may be had with independent springing at the front, since the transverse spring lends itself to the Bellamy (sic.) divided axle system recently described in 'The Autocar'. The radiator is 3 in. lower than standard and has a deeper block to correspond, while a steam valve is fitted in the overflow pipe.

"Balancing"

The engine is assembled specially with balanced crankshaft and flywheel, and attention is also paid to balancing the connecting rods and big-end caps. The pistons are shortened and lightened by the expedient of taking 12 mm. off the skirt. A special induction and exhaust system is used, giving a straight forward exit for the gases, while two 22 mm. horizontal S.U. carburettors (sic.) are fitted, with a balancing pipe between them, and fuel is supplied by an S.U. electric pump. Stronger valve springs and a raised compression are also adopted. An oil pressure gauge is also a fitting not supplied on the standard model, as well as a special spring steering wheel.

The Bezzant Special Ford costs £190 either as a two-seater or as a semi-four-seater, or £210 with the independent front springing, and the important addition of a Scintilla Vertex magneto, a rev. counter as well as a speedometer, and a thermometer.

On a test run the car behaved well, revealing good acceleration, as the following figures show:-

10 - 30 m.p.h. - 5 4/5 sec. in second gear, 14 sec. in top.
 20 - 40 m.p.h. - 7 sec. in second, 11 1/5 sec. in top.
 30 - 50 m.p.h. - 12 4/5 sec. in top gear.
 0 - 50 m.p.h. - 17 3/5 sec.
 Maximum timed speed over 1/4 mile: 68.18 m.p.h.

During these tests the screen was folded flat, and in the maximum speed test on Brooklands track there was a slight favourable wind.

The car, fitted with the independent front springing, cornered well at speed though perhaps the rear springing would be a little harsh to one accustomed to a sports car. As regards weather protection, an excellent hood is fitted which disappears into a space behind the seats covered by a tonneau cover. There is a limited luggage accommodation with the hood folded, which becomes quite generous when the hood is erected.

The model tested had rather small independent front seats, but it is understood that later models will have a one-piece front seat and a tonneau cover to spread over either one or both of the

seats. The wind cowls, though low enough to provide vision for the average man, are too high for the unobstructed view of a short occupant, such as a lady, although in this respect the car is no worse, in fact is rather better, than many other modern sports cars.

It is interesting to recall that this actual car performed with considerable success in the R.A.C. Rally, being placed ninth in its class, and in the entire entry of all three classes, only fourteen cars gained more marks."

The new find in Essex appears to have a standard 10 h.p. engine, with none of the "hotting up" features, but none-the-less is a great find of historic importance to the story of the Model 'Y'. Further evidence shows that this is the actual car owned and trialed by Jack Bezzant and J.A. Driskell, having a registration number BPC 796. The car has been garage-stored for the majority of its life and is eminently restorable. The rear wings and tail will probably need replacing and the instruments have disappeared. The car is for sale at £950 and, through these pages, I



"Jack Bezzant navigates the actual two-seater special which has been discovered in Essex (BPC 796). Note the 30 louvres along the bonnet, no driver's door, the helmet cycle front wings with torpedo side lights, the position of the fold-flat windscreen supports, the twin wind cowls and the general shape of the elbow rests and tail."

would hope that we find an enthusiast who will make a good job of returning it to its former glory, with or without the "hotted up" engine, and bearing in mind its thoroughbred provenance. See the 'For Sale' advertisement in this issue.

Sam Roberts

The Alan Cobham Flying Circus.

Following hard on the heels of Roy Nerou's article in Issue 133 on the Ford sidevalve engine being used in his aircraft, member John Fuller from Felixstowe asked me if we had a photograph of Alan Cobham's Flying Circus in the archives. Fortunately, I found an illustrated two page spread of the circus in an Autocar special publication titled "Picture a Ford - 75 of Ford History in Photographs" published in 1980. You will see that Sir Alan Cobham was a Ford enthusiast, his entire circus being equipped with Model 'Y' cars and vans, Model 'C's, Model 60 V8s and Model AA trucks, all with London registrations. There is even a picture of a 'Flying Flea' with a Carden-Ford engine.

I asked John Fuller what was his interest in the Cobham circus. He replied:- "Another of my interests is World War II military aircraft and I belong to Martlesham Heath Aviation Society. Each year, they invite me to take my Model 'Y' to their anniversary show where 'our' control tower has a special day. Our club magazine's editor always comes up to admire the Model 'Y', BRT 665, and forever talks about his late father's Model 'Y'. He always recalls how the previous entry in the owner's log book was Alan Cobham. He went on to tell me that the Model 'Y' was originally white. Although it was re-sprayed black (presumably by his father), the paint job was not very thorough and white paint was still evident in the door-shuts, etc. He remembers too the registration of this 1934 2-door Model 'Y' as being AXT 262. Your photographs show the Model 'Y' vans, a 'C' model and the mighty V8s, but sadly not the above mentioned car. I shall certainly pass on to him what you sent to me. I know he will be interested."

What John failed to notice was the white Model B Tudor parked in front of the loud speaker lorry in the first photograph. Its registration number is __ T 260. From what John reports, it would not surprise me to find that it read AXT 260 and that it was one of a batch of Ford cars purchased by Alan Cobham, which included a Model 'Y', AXT 262.

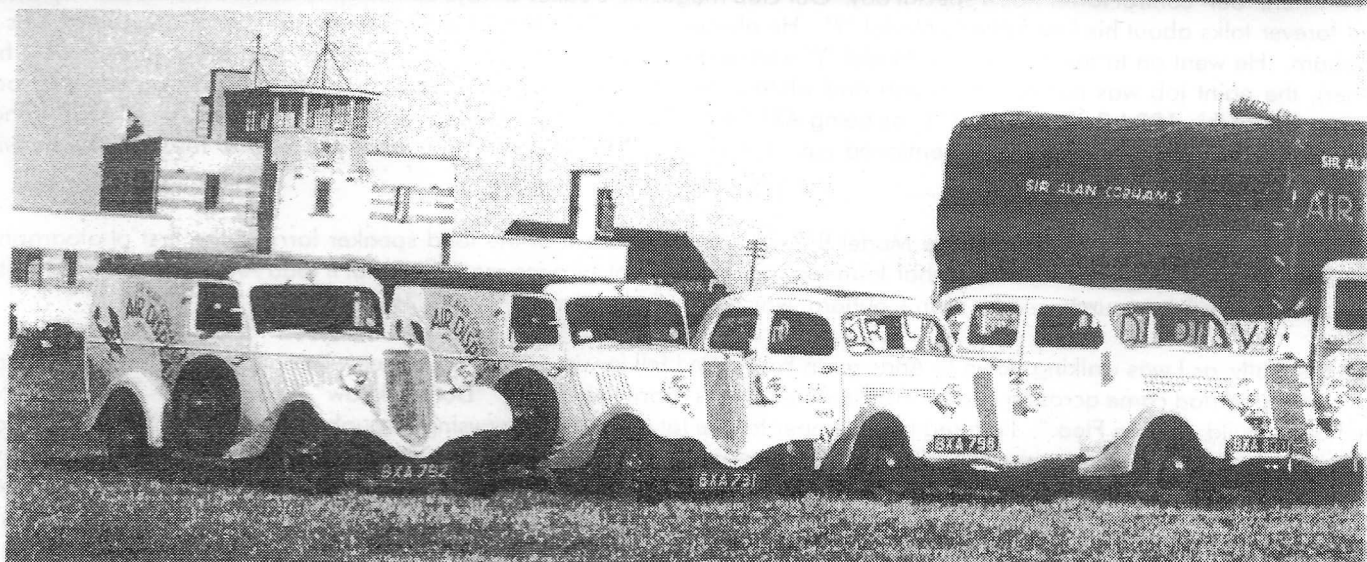
Coincidentally, as I was walking down to Andover in February, I fell in with an acquaintance who said that he had been clearing out his loft and had come across a pile of 'Practical Mechanics' from the 1930s. "Do you know", he said, "one of them even tells you how to build a Flying Flea." I offered him a tenner for the lot and will be browsing through them when time permits. A quick look at the two issues which comprehensively tell you how to build the body and the wings of the aircraft informed me that the builder should power the aircraft with either a Carden 4-cylinder, water cooled (converted Ford), or a Douglas 750cc horizontal air-cooled, 4-stroke twin, or a Scott 2-stroke, air cooled, inverted twin. If anyone is interested in building one of these not very safe aircraft, please let me know. I suspect that I am missing a third issue of Practical Mechanics (December 1935) which tells you how to fit the engine and prepare the aircraft for flight.

Flying for all

Sir Alan Cobham's Flying Circus was one of the great catalysts that made the British public "air-minded" in the 1930s. Sir Alan, the pioneer of Empire air routes, took his several aircraft round Britain giving one-day flying displays. Many people had their first flight in the Airspeed Ferry biplane that was a feature of Cobham's Circus. A fleet of over 20 Ford cars, vans and trucks was used to move the ground equipment. The old poster suggests they gave

satisfaction—somewhat effusively!

Shown, right, in flight is the Carden-built "Flying Flea", an attempt to build an aeroplane for everyman, launched by the Frenchman Henri Mignet. Power unit of this aircraft was a modified Ford 10 car engine. There was nothing to prevent wholly inexperienced "pilots" from buying and assembling the kit-of-parts, and taking to the air; there were several accidents and the Flying Flea was banned.





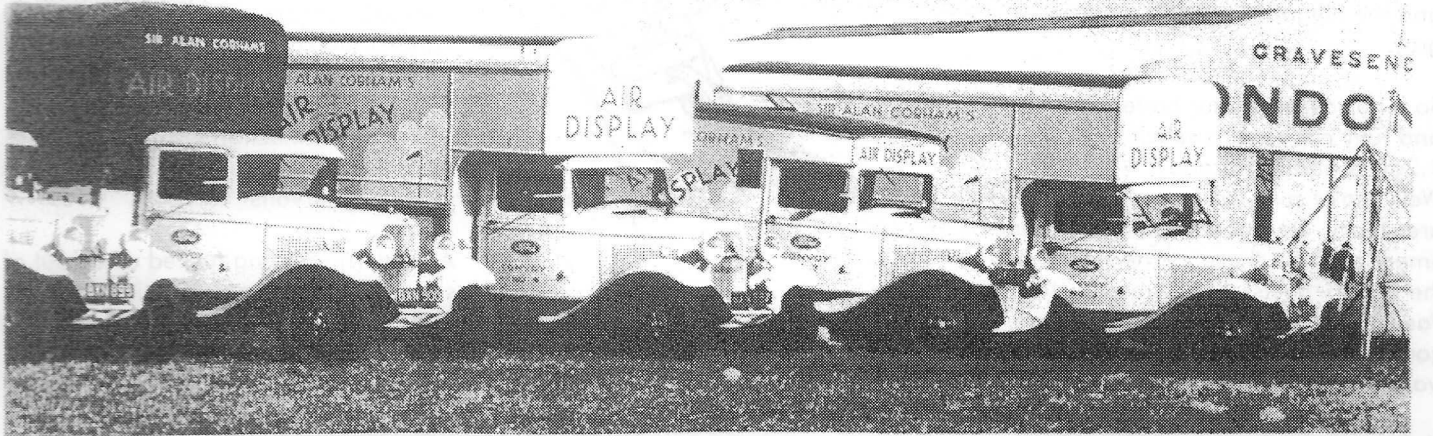
**Sir Alan Cobham
uses FORD**

Sir Alan Cobham uses a Ford convoy because he knows he can depend on Ford vehicles—they are always reliable. When Sir Alan has to reach a new location—everything has to be in order to start the advertised programme. By using Fords, all his equipment, machines and tents arrive safely, he has no fear of breakdown upsetting his plans.

**SEE OUR FORD DISPLAY
ON THE FLYING GROUND**
PERTON AERODROME
SUNDAY, SEPT. 22nd, 1935.
**B. BILLINGHAM LTD.
WOLVERHAMPTON**

Main  Dealers

Enter our **FLYING FORD
COMPETITION** and Win a
Free Flight. Estimate the
number of Balloons in our
10 h.p. **FORD SALOON**. Entry
form at our stand



Dr. Ford looks back at starter motors

Graham Miles is gleefully up to his eyes in orders for parts and does not have the time to prepare an erudite technical article for this issue. So that you will not be disappointed, I am repeating one of Dr. Ford's early contributions from Issue 16 of exactly 20 years ago:-

"It's cold these mornings, isn't it? Well, the good doctor had quite a few of you say you can't start these days. That is mainly due to 6 volts. Whoever heard of 6 volts to start an engine? It would seem that Henry Ford's advisers had! It's obvious that you must keep your plugs correctly gapped and your contact breaker points clean and correctly set. Perhaps what is not so obvious is the dreaded voltage drop! "What's that?"; I hear some of you ask. Basically, it is loss of voltage due to poor or dirty connections - in other words, a resistance. Obviously, you need a good battery and one that holds its charge. Often the general condition of a battery can be assessed with a good pair of eyes. If the tops of your three battery cells aren't flat, then the chances are that the plates therein are beginning to lose their paste and as a result, the paste will fall to the bottom of the cell and short circuit the separators between Positive and Negative plates, which will result in a battery that just discharges itself. The telltale sign is where the Positive end of the group of plates is higher than the Negative and when you look down into the battery through the filler holes, the Positive plate is not a rich brown red and the Negative is not a nice clerical grey.

So let us assume your battery is good and fully charged, a specific gravity of 1.260 is about average. What then? Well, make sure the lugs on the battery are clean. Don't be afraid to get some emery cloth on these connections and the battery posts. Then smear with Vaseline - every baby's pram has a good supply of this! [Remember, this was written 20 years ago! - Ed.]

Make sure the Positive earth cable is

clean where it bolts onto the bulkhead. Remove the bolt and treat it to the emery and Vaseline treatment as well. Paint is the enemy of a good conductor. Follow this obsession for cleanliness down to the starter motor, ensuring that the cable to the starter and the contact cable inside the cable pull switch are both clean. Next, follow it into the starter itself. don't be afraid to take this unit apart. It won't bite!

Remove the starter from the engine (FIRSTLY, DISCONNECT YOUR POSITIVE BATTERY LUG). This is easily done with two spanners on the 8 h.p. engine, often a little more of a problem with the 10 h.p. and the centre water outlet engines. Remove the cover band with a screw driver and lift the Brushes from their boxes. make up a hook for this purpose - a stout split pin is as good as anything (see Figure 1). Place it under the spring on top of the Brush and lift off the pressure, then lift out the brush. The very early motors had a different brush without a cable on it, just a clamp screw to the housing. Not so easy these; you just have to let them go down and lift them on assembly.

Fig 1 Lifting brush out.

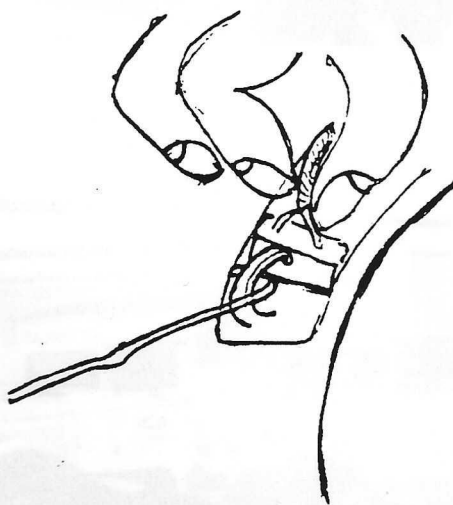


FIG 1

Now remove the two fixing bolts completely. The motor will now come apart in your hands. Check to see that the Brushes are not too worn and check the appearance of the rivets that hold the boxes for the Brushes to the end plate. Just use your eyes and your nose. If there is a smell of burning, your motor may be burning out.

Check the amount of movement on the two end plate bushes against the armature of the motor. Look at the yoke of the motor i.e. the part that runs between the pole shoes, which are the metal bits between the windings on the motor main body. Ensure that there are no bright areas of contact. If there are, then the brushes are worn and the armature is touching the pole shoes - you must have a fine air gap here.

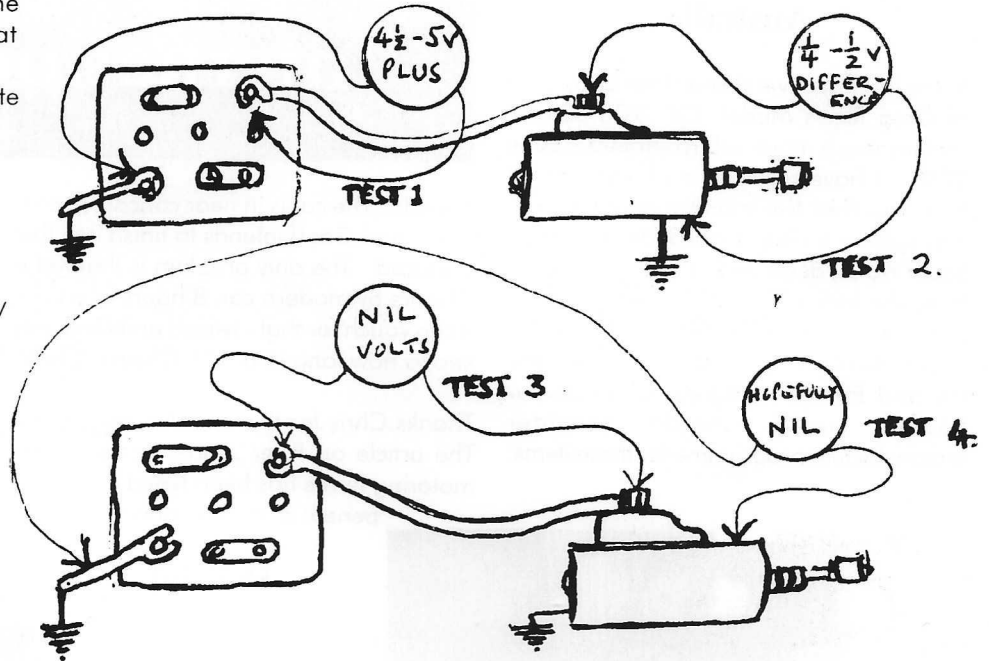
Remember, every electrical item you can think of must have a circuit to work, so let us carry on from the clean contact we left on the outside of the motor below the switch. Ensure that the endplates are clean and bright. For now we are going home - the electrical power has completed its work in the motor and must seek a return to the battery. This, frankly, is where most of the trouble on a 'Y' or 'C' may lie. There is no clear way home!

Let us assume that the motor end plates are clean. The through bolts on these motors do much to ensure the return to the engine block. Now where? The front of the engine is on two nice rubber mounts, the rear gearbox is on a nice new rubber mount (thanks to Peter Ketchell). So where then - through the rear spring and shackles? Down the exhaust pipe? No - through the clutch judder bolts on the side of the gearbox and on to the chassis. How many of you know if your judder bolts are clean where they contact the chassis? If not through these, then where? Well, via 40 - 50 years old rusty rivets to the body and up to the connection on the bulkhead. No wonder the average 'Y' or 'C' tries to start on 4 volts!

A modern bonding tucked away out of sight to ensure the engine is in good electrical contact with the body may be necessary.

There are some easy tests you can do

with a good volt meter. firstly, remove the L. T. cable of the distributor to ensure that the engine won't fire. Put a volt meter across the two battery terminals. Operate the starter motor (job for the wife?). In normal weather, the volt meter should read at least 4 1/2 - 5 volts. Any lower and the battery is suspect (Test 1). Next, place the volt meter across the starter motor - from the terminal to the starter body. You should not have more than 1/4 - 1/2 volt difference from the reading on the battery (Test 2). A similar test is from the Negative terminal on the battery to the terminal on the starter. Here you should not get any worthwhile reading (Test 3). If you do, then you've got resistance i.e. poor connection. Now the acid test from the Positive battery terminal to the starter motor body. If the meter doesn't stay at zero, then the dreaded voltage drop has appeared (Test 4). The reading will be your voltage loss.



Often on a 10 h.p. motor, the shaft is bent. Check this by removing the Bendix assembly and operate the motor in a vice with a battery. Mark the rotating shaft with chalk to find where it is bent and straighten it, still in the vice, by placing a stout tube over it and bending it straight. Repeat until the shaft is true and the chalk is all the way round.

Returning to the starter motor itself- the mechanical side of this is very simple. A good look round is all you need. Check your ring gear for worn teeth. remember the engine only comes to rest in two places on the ring gear, so there are only two areas to check. Do not oil the Bendix thrust gear. They work best just cleaned with petrol. Oil the bushes - not grease - by all means.

Graham Miles

Events 2002

- 14 April A.G.M. Willoughby Village Hall, Nr. Rugby.
Bob Wilkinson.
- 21 April Spring Restoration Show - Stoneleigh
Geoffs Dee & Salminen
Helpers on stand req'd. Call Geoff Dee 01926
334870 or Geoff Salminen 0121 427 2189
- 12 May Henry Ford Day. Gaydon Heritage Centre.
(J12 M40) Geoff Dee.
- 18 May Ford sidevalve gathering - Brooklands w.
FSVOC John Keenan 01424 424323 - see last
issue for more details
- 1-3 June Enfield Pageant of Motoring.
Jim Miles 0208 924 4449 (afternoons)
- 17-28 June Convoy 2002 Ireland.
Sam Roberts 01264 365662
- 13 July Kirkstall (Leeds) Classic Car Show.
Barry Diggle 01274 614729
- 21 July Newby Hall Rally nr. Ripon (N. Yorks).
Barry Diggle (Region 16) 01274 614729,
Ken Sleight (Region 15) 01302 337483,
or Trevor Walker (Region 17) 0191 2745660.
- 26 August Lavenham Rare Breeds Motor Show (Norfolk)
Brian Mace 01603 425558
- 29 Sept All Ford Rally, Abingdon.
Entries thro' Bob Tredwell 01235 530720
- 9/10 Nov International Classic Car Show,
NEC Birmingham. Geoff Salminen 0121 427 2189

Enfield Pageant, 1st to 3rd June.

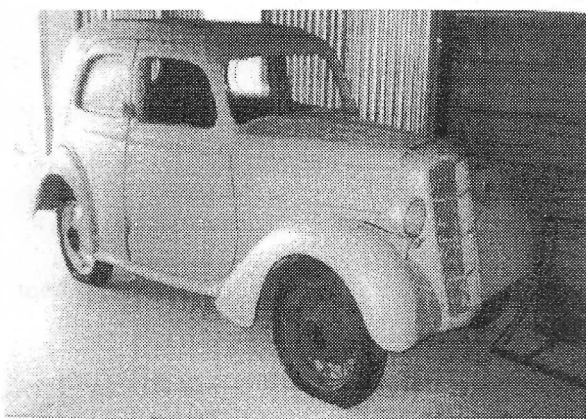
It has been the normal practice (weather permitting) for the Register to take a stand at 'The Enfield Pageant of Motoring'. With the date set later in the year, 1st to 3rd June, we can at least hope for fine weather. This will be our 21st year of attendance since the Register was formed. The venue is at the normal location, on the land adjacent to the A10 in Enfield, a few miles south of the infamous M25, at junction 25. Although this location is in the north of Region 20, don't let that in anyway distract you from attending if you're based in adjacent regions.

I have made application for a large number of admission tickets to our stand, so please submit your application direct to me, Jim Miles, and please enclose a stamped addressed envelope to help me get the tickets back to you when they arrive, which from experience will only be a week or so prior to the event. I look forward to seeing you all.
Jim Miles (Adress under Region 20 on page 2)

The Lions Club of Merton, Surrey has asked us to publicise their 'Display of Vehicles of Interest' at Morden Park (Epsom Road entrance) on August Bank Holiday Monday (26 Aug), which raises money for charity. Owners wishing to display their cars (free entry) should contact Paul Wood on 0208 648 3398, mentioning the Y&C Register.

Australia

In the last issue, we showed the body shell of Greg Rice's Model 'CX' (20B-S2404) undergoing a major refurbishment in June 2001. I have received a photograph of how it looked five months later before it was sold to a chap from Sydney, in New South Wales; described as 'partly restored'. Note the lack of hub caps, which are in short supply 'Down Under'. With over 80 known Antipodean Model 'CX's, plus the UK and Europe demand, perhaps our Spares Group should consider remanufacture programme for these items.



"Greg Rice's Fordor 'CX' as it was sold in December with no trim or fittings internally or externally. From the Issue 134, at least we know that the body is sound!"

More on 'Dickey Seats'

Chris Newman, the Editor of 'En-Fomation', the magazine of the Classic English Ford Club of Western Australia, sends this e-mail:-

" You may have read our last magazine by now, in which was the origin of some motoring terms. We can't help your member very much (on the name 'dickey') because the origin of the name is unknown. The position of the seat on the coach is clear but not the naming. The rumble seat would probably suggest that was the only noise the poor buggar on the back could hear while his eyes were clamped shut against the dust! Perhaps dickey - dicey - dangerous place to be - who knows.

In the next mag you will see that the Chris Hikins Fordor 'Y' has now been sold for \$12,000 to our member in Kalgoorlie, Geoff Paynter. At current exchange value this is very good buying at about 5,000

pounds. The car is in near concourse condition and Geoff intends to finish it to that standard. The only problem is that Kal is 7 hours by modern car, 8 hours in a truck (I can vouch for that - twice!) and God only knows how long in a 'Y'! Cheers, Chris"

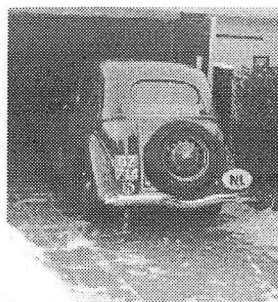
Thanks Chris for this and the magazines. The article on Peter Jean's research into motoring terms has been typed up for the benefit of our members.

Holland

Fred van Leeuwen sent in some period photographs. Three were from the same unknown family, two of which are reproduced here. As Fred explains:- "Most probably the Model 'Y' gave satisfactory service, so at a later date they went up-market to an Eifel. At that time the registration number was in the name of the owner and was thus transferred from car to car (GZ-714)."



"A diminutive couple (in fairness, he is sitting) alongside their early LHD short rad Model 'Y', registration GZ-714. Note the 'rustless steel'



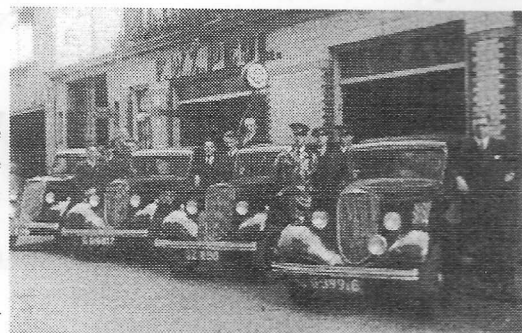
strip along the lower edge of the running board." "The couple's upgrade car, a 1938 model Eifel with their personal registration number GZ 714. Note the opening boot, which indicates the later Eifel model."

Fred continues:- "The remaining picture is of a taxi operator and so far, I have not been able to find the location. The regis-

International News

tration numbers with G or GZ are for 'Noord-Holland', around Amsterdam, so it must be somewhere close to me."

These short rad Model 'Y's are also left-hand drive and were probably exported from Dagenham in Knocked Down (KD) kits to the Ford plant in Amsterdam where they were assembled.



"Four new looking LHD short rad Model 'Y' taxis being paraded with what appears to be the full complement of staff from F.W. v/d Peul, probably in Amsterdam."

U.S.A.

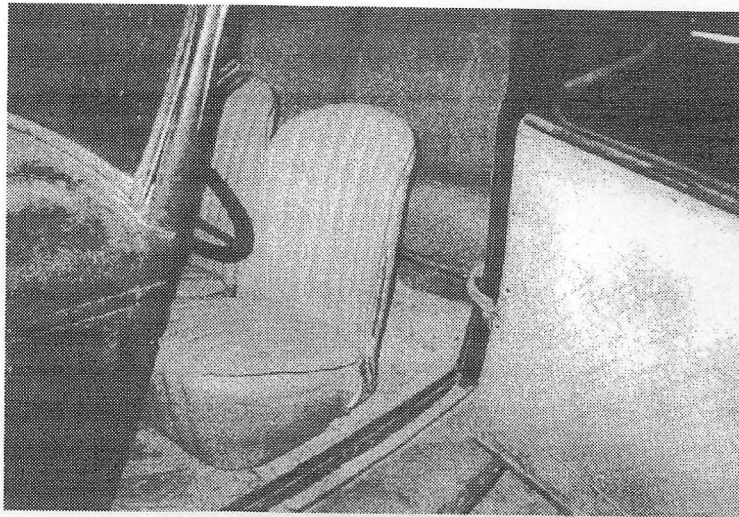
Michael McSems, who runs the North America English and European Ford Registry (NAEFR), has received the following titillating e-mail from a Ralph Morris, who claims to own the 1937 English Ford once owned by President Eisenhower. Michael has assumed that it is a Model 'Y', but it could well be a Dagenham-built V8. I will keep you posted.

"Hello, my name is Ralph Morris and I own a 1937 English Ford. I purchased this vehicle several years ago from an auto museum and it is in top condition. The paperwork with it supports the fact that it was President Eisenhower's personal vehicle. I drive it weekly and enjoy it. I am very interested in possibly selling or finding out a value of some kind. I have searched the Internet over and have found nothing but scraps of information. Any help you could provide would be greatly appreciated and information on joining your club. Thanks for your time."



Gibraltar

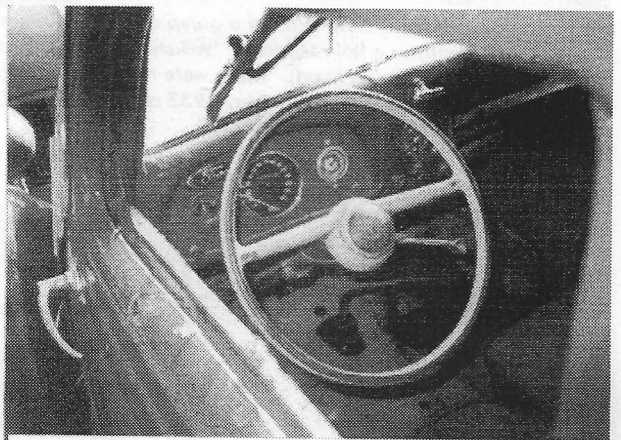
We reported in the last issue that Armando Torres had bought a French barn find short rad Model 'Y' and had started on its restoration. He has sent in the details of the car and some photographs. The two photographs included here show the boot added to the rear of the car and the beautifully patterned original cloth upholstery (especially the embroidered rear seat). I hope that this can be saved in the restoration. The Orient blue car, with black wings and valances, has Tacoma cream wheels and radiator grille. It was assembled at the Ford plant in Asnières, just outside Paris, from a LHD 'Knocked Down' (KD) kit manufactured and exported from Dagenham in December 1932 (chassis no. Y7118). It was the 564th Model 'Y' to be assembled in Asnières as is recorded on the Ford France brass plate on the bulkhead. It is the second oldest Asnières assembled car known to have survived. We wish Armando success with the restoration.



"A view of the original interior of Armando's Model 'Y' showing the beautiful cloth upholstery and the embroidered rear seat. This upholstery may well be of French origin, local input to the assembly of the cars often being a condition of the tariff on their import."

them new 'chassis numbers' if the original was not known.

Luis explains:- "The car has been heavily modified with 1100 Fiat wheels and hubcaps, radiator grille, Peugeot mascot, door handles, steering wheel, two generators and two batteries, a water pump and a small petrol tank on the bulkhead. The auxiliary tank on the bulkhead was very typical with the Spanish Model 'Y's and 'C's. Many cars were fitted with this to refill the carburettor bowl, making it easier to start from cold. I think the reason was that petrol pumps with hand priming levers were not available then in Spain. Also, I've never seen Model 'C' dashboard instruments with black dials. Do you know if they are of Dagenham origin or German origin?"

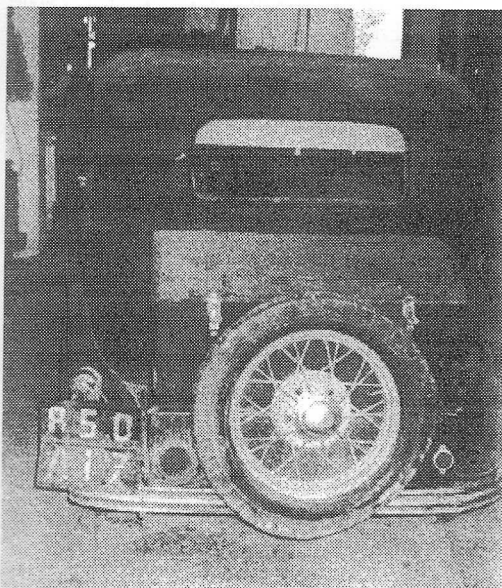


"The dashboard of the LHD scrapyard 'CX' showing the original black ammeter and speedometer dials alongside a more modern fuel gauge."

Luis has also discovered three more Model 'Y's; a short rad and a long rad at the Alcañiz autojumble (Teruel Province) - Y30799 and Y109809 and a Fordor short rad with the Ford agent of Sant Celoni, about 30km from Barcelona - Y12844. The former two still have their official re-registration plates in situ. All are for sale.

Can anyone help on this last point?

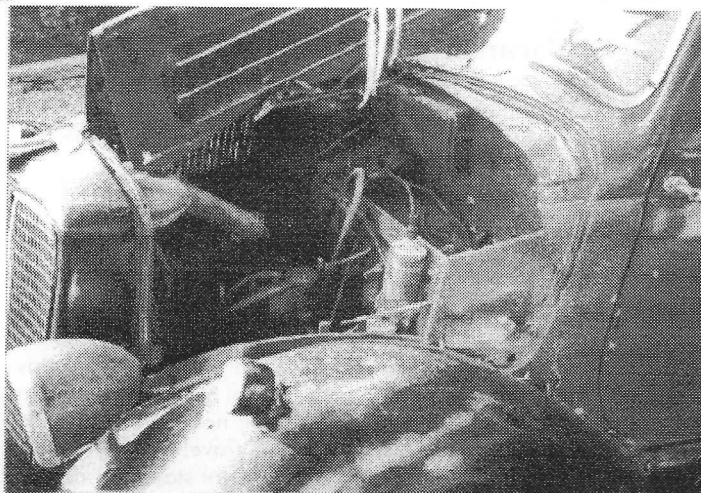
"The Model 'CX' in the scrapyard near Luis Cascante. Note the auxiliary petrol tank on the bulkhead, with the outline of the official re-registration plate to its right."



"Armando Torres' French Model 'Y' showing the added boot."

Spain

Luis Cascante has found a heavily modified Model 'CX' in a scrapyard near his home in La Sue D'Urgell, at the foot of the Pyrenees. Unfortunately, the official re-registration plate is missing but its outline is clearly visible on the bulkhead, showing the original black paint. Because many vehicles were commandeered by both sides during the Spanish Civil War (1936 - 1939) and heavily modified to keep them on the road, the Spanish government re-registered all vehicles after the war, giving



Germany

Jim Miles has sent in a large number of photographs for the archives, which I hope we can feed through this and subsequent issues of the magazine. As a starters, here are two German based shots pre and post-war.



"A photograph, taken in May 1952 of a group of German Fraus about to go shopping apparently in a Köln Model 'Y' 'Volkstyp' cabrio-limousine (note the forward edge of the canvas hood). These were manufactured completely in Germany (bodies by Traut) between May 1933 and August 1935 and had no running boards or grooves in the bumpers."



"The Eifel 'phaeton' at a car show in Bulgaria. Can anyone shed light on this particular model."



"A Berlin registered Tudor 'Eifel' en route, via the Brenner Pass, to the Italian Alps for a spot of skiing. The reverse of the postcard states "Fahren am Brenner" - "Driving in Brenner". Note the radiator muffler at the base of the radiator and the heated secondary driver's screen above the LHD steering wheel. I am also amused by the long wooden skis and the large wicker basket ski poles."

Convoy 2002

Preparations for the event are well advanced, thanks to the tireless efforts of John Fitzgerald and his team. All those travelling by ferry from the UK will have received a set of bumph with the details of the ferry times, the itinerary, list of participants and a charity donation form. There is one addition to the ferry times. The return ferry time from Rosslare to Fishguard on the 28th June was omitted. Please insert 08.30 a.m.

Vacancies

As was expected, for various reasons, a couple of cars have had to drop out of the Convoy. We therefore have vacancies for others who might like to join us on this heavily sponsored holiday of a lifetime. Please call Sam Roberts on 01264 365662 for details.

Journeys to ports

John Keenan has asked that the following be inserted in the magazine:-

"East Sussex and Kent - Region 5:- Preparations for Convoy 2002. The journey Hastings to Fishguard is 334 miles. I am considering departing from Hastings at 0900hrs on Sunday 16th June and meeting up with Christine and Owen Baldock and Carol and Chris Jarvis en route. Will be travelling west along the south coast to Southampton, north on the A36 to Bristol for an overnight stay (181 miles). On Monday, 17th June, travel on M4, across Severn Bridge into South Wales and along to Fishguard for an overnight stay (153 miles). Tuesday, 18th June, catch the 11.00 a.m. ferry to Rosslare. Anyone else booked for the

Bulgaria

Julian Janicki, having read the articles on Eifels in Transverse Torque, looked yet again into his photo album and found this photograph of an unusual Eifel which was

sent to him in 1997 by a Bulgarian friend (the one in the photo with a moustache). I have never seen reference to this body style on an Eifel chassis and would like to hear from anyone who can shed light on the coachbuilder. It is not a cabriolet or a roadster. I can only describe it as a two-door phaeton which apparently does not have a hood. As it is not listed in any of my reference books, it could well be a home-made body to the rear of the wind-screen. Having said that, the louvres on the side of the bonnet are not standard Eifel either, the Eifel normally having horizontal louvres à la Model 'C'. It's a mystery!

Rosslare crossing to Convoy 2002 will be most welcome to join us along the way. The sidevalve day at Brooklands on the 18th May would be an ideal venue to get together to make final arrangements. I am currently checking out hotel accommodation in Bristol and Fishguard. Contact John Keenan - Tel: 01424 424323 for further information.

Note also that Tim Brandon and the Norfolk/Suffolk participants are planning a 'convoy' to Holyhead. Anyone interested in joining should contact Tim on 01449 711837

Convoy 2002 - Charity.

Convoy 2000 raised an amazing £8000 for the Children's Promise charity, which was the charity nominated by the Ford Motor Company as their charity for the year. The cheque was given to a delighted Mike Harvey, the Manager of the Engine Plant at Dagenham.

Edwin J. Nolan, until recently the Chairman of Henry Ford & Son, Ltd. and Convoy 2002's biggest fan (benefactor) over there in Ireland, has nominated St. Luke's Hospital, Cork, a hospital which offers support and care to sufferers of Alzheimer's disease, as the preferred charity for Convoy 2002.

Could I ask members and participants please to repeat your Convoy 2000 efforts for Convoy 2002. If we could raise the same amount of money, it would be tremendous, but if we can exceed it, it will be fantastic.

Bob Wilkinson will once again be co-ordinating your efforts, so please contact him for sponsor forms and any other information you may require. Much of the money last time was raised through members' companies and associates at work. Please give some thought as to how you can contribute to this very worthy cause and contact Bob.

Spares

Participants please let Graham Miles know what spares you are carrying. The more you carry, the less he has to!

Passports

Julian Janicki reminded me that non-Irish participants will need passports. He needs to renew his passport - do you?

Insurance

For those of you wise enough to have policies with Footman James, you may rest assured that your car is covered for travel in the Republic of Ireland; including breakdown cover.

Currency

Remember that you will need a fistful of Euros for incidental expenses in the Irish Republic.

Sam Roberts

For Sale

1934 Bezzant Special. Attractive 2-seater sports body on Model 'Y' chassis. 10 h.p. engine. Believed to be the only surviving Bezzant. Stored many years. Needs full restoration. £950

Andersen Tel: 01279 850445
(Nr. Bishop's Stortford, Essex)

1940s Ransom Groundsman's mower, 3ft blade, powered by Ford 10hp, fair running condition, good engine very collectable (Be a cut above the rest). The ultimate toy for the sidevalve owner.

Owned by me for the last 10 years. Previous owner was John Player & Sons from new, for use on their sports ground. £500.

Frank Johnson
Tel: 0115 9119732 (Nottingham)

1936 Model 'CX' Tudor saloon in Gunmetal Grey. EMK 803 (C51913). Owned for last 16 years when purchased from the original owner. Covered less than 300 miles since 1990. Bodywork is in excellent condition, mechanically perfect, rewired, new tyres, and retrimmed two years ago in Grey leather. Loss of storage forces sale. Offers in the region of £5000. Can supply photos if required. Bob Donovan Tel: 01622 744924 (Maidstone Kent)

1936 Model 'Y' chassis with scuttle. Also unused front inside wheel arches. £300.00 Nearside new stub axle. £12.00
Clive Watkins Tel: 07903 644507
(Eccles, Manchester)

Ford CX chassis with engine, gearbox and five Easiclean wheels - the remains of a special.

1937 Ford Model Y for restoration. Four doors, new carpets, interior door panels and seats recovered in green. 800 o.n.o the pair.
Dave Hall Tel: 01302 844385 (Doncaster)

1936 Model 'CX', Fordor (C38833) DVX 688. Recently resprayed in its original grey. Minimal work required to make it roadworthy. Illness forces sale. £1950.

Ian Lawson Tel: 01376 517997
(Witham, Essex)

I have approximately 100 club magazines from the 1980's for sale. Offers please
Ivan Ford. Tel: 028 92 67356
(Lisburn, N. Ireland)

Model 'Y' wheels in very good condition. Full set of 5. Best offer.
Don Sparrow (Non-member)
Tel: 01732 840578 (Kent)

Technical advice

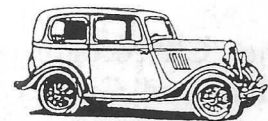
Its been quiet on the problem front with only one question, from whom I don't know as I only received the question and no name! Dam answering machine!

The question was how to remove the distributor/oil pump drive to allow removal of the camshaft.

Answer:- To remove the dowel in the valve chest that holds the drive in place, use an old spark plug. Remove the screw cap and screw the plug into the dowel and use the plug as a puller. Once the dowel is removed, you can lift the drive gear up through the block releasing the camshaft.

Geoff Dee

Useful tips like the above are prompted by questions from members. Please give Geoff a few things to think about and report.



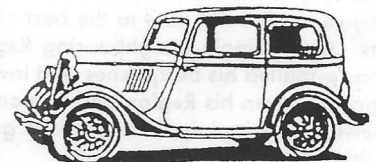
Four powder-coated 450/17, 30 spoke wheels, complete with good tyres, tubes and original hub caps. Three with centre valve, one with off-set valve. Also one similar wheel with 50 adjustable spokes. £50.00 each o.n.o. Klaxon/diaphragm horn: £45.00 and a Klaxet/motor driven horn: £125.00. Both 6 volt with 5 1/2 in trumpets and mounting brackets.

Ron Kendall. Tel: 01827 714584
(Atherstone, Warwickshire)

Wanted

Looking for a good Model "Y" in 'on the road' condition capable of immediate use with no expenditure required.

Ivan Ford. Tel: 028 92 673561
(Lisburn, N. Ireland)



Members' correspondence

Ford v. Austin

Jonathan Davies is now restoring an Austin 10 and throughout the restoration is comparing notes with the Model 'Y' Ford. He e-mails:-

I am thinking about shock absorbers at the moment. The Austin 10 had Andre Hartfords until about 1936 and then went to Luvax hydraulics. The Andres are true shock absorbers in that all they do is absorb the movement of the spring by friction pads, unfortunately the same in both directions. The hydraulic is far superior in that it absorbs the movement from the spring but mostly in the downward direction, stopping bounce. The Ford's spring arrangement presumably was only possible if fitted with hydraulics otherwise they would have fitted the cheaper and simpler friction type.

There must have been some advantage in the Andres as you see '40s and some early '50s racing cars still with them. Anyway I have had to rebuild the shockers, all four were completely worn out and the bounce from the springs was quite disconcerting.

Another 'CX' recognised by 'detective' Gurney.

Roger Gurney e-mails from Lincolnshire:-
"I have just been reading through the January/February magazine. The article from Julian Janicki, titled 'From the album' on page 17, shows a photograph of the 'CX' Fordor BOU 423, taken in 1970. I recognised the registration number after seeing it in one of my car books. It is in the Piet Olyslager Auto Library series, "British Cars of the Late Thirties - 1935 - 1939" on page 27. It shows BOU 423 next to a 1935 V8 Model 60 and compares the similarity of the two designs. I wonder where the car is now. It is not on the register of survivors, but was being rallied in the 1970s. I enjoy this detective work!

Regional Contact - Region 15

Ken Sleight e-mails:-

"As newly appointed Regional Contact for area 15, I just want to say how pleased I was to be offered this job. After volunteering my services, I will do it to the best of my ability. Barry Diggle (neighbouring Region 16) has e-mailed his best wishes and invited Region 15 to join his Region and Region 17 at Newby Hall in July to make it a good "Northern Do".

I'm looking forward to meeting as many as possible of my regional members soon, but in the near future I will be contacting each of you to see how best I can be of service to you."

More on Lamberts

Jim Sharpe follows up Bill Ballard's comments in the last issue on Lamberts of Kingston Ltd.:-

From my memories of dealings with the Ford dealer organisation in south of England around the time Bill Ballard bought the Fiesta (D Reg), I can recall that Currie Motors, owned by the Jaffe family, not only had Ford dealers in the west of London but a large outlet in Stamford Hill, previously Wood and Lambert. I don't know if there was any connection between the Lambert of Stamford Hill and the Lambert of Lamberts of Kingston, (most likely it was just a coincidence of name), but I had dealings with both prior to the Currie take over. Again from memory, the Currie slogan was not as Bill suggests "Nice people to deal with" but "Nice people to do business with". This was very often turned around to be "Nice business to do people with". Bill's experience seems to follow that thought.

Dickey seats again

Rosie White e-mails from Portugal:-

Just a point of amusement probably... a dickey seat in Portuguese is "cadeira de sogra". Translated, this means "mother-in-laws chair". Need I say more!

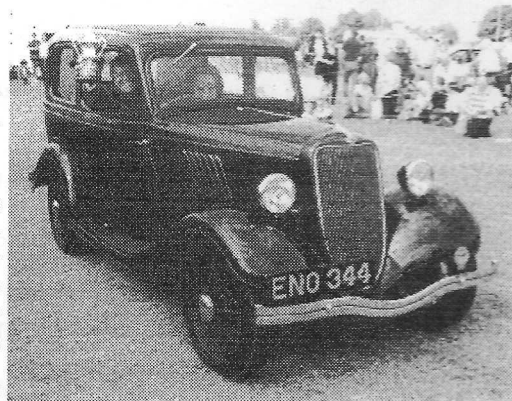
The best Model 'Y' in the world.

Following his regrettable dismissal as the Ford Clubs' Liaison Officer by the short-sighted Ford management, Derek Sansom has been having a clear out of his office. He sent in a letter and photograph which he received shortly after the Enfield Pageant of 1999 from the Enfield and District Veteran Vehicle Trust (EDVVT), based on the Whitewebbs Museum of Transport. In part it reads:-

"A quick note to thank you and the Ford Motor Company once again for your continued support of the Enfield Pageant of Motoring. You may be interested to know that

the excellent cup that you sponsored for the Best Pre-War Ford built vehicle was won by Jack Clarke of Waltham Abbey with his 1937 Ford Model 'Y' two door saloon of which I enclose a photograph. This car has to be seen to be believed - it is, without any doubt, the best Model 'Y' in the world. There can't be another like it anywhere. Our resident Model Y&C expert could only fault it on having painted wheel nuts instead of cadmium plated ones!!!"

Praise indeed.



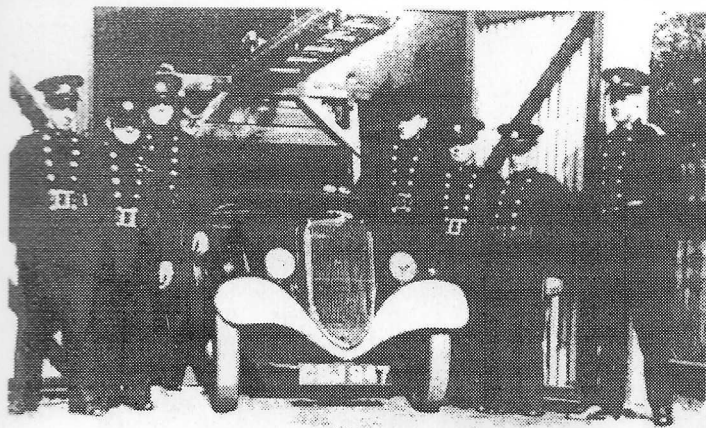
"The best Model 'Y' in the world'. A delighted Jack Clarke shows off his trophy after the 1999 Enfield Pageant. Even the gorgeous Shirley manages a smile!"

A Model 'Y' fire engine!

John Fuller, from Felixstowe, sent in an amazing photograph (not very clear I'm afraid) of, yes, a Model 'Y' fire engine. It was used at the war-time Felixstowe Fire Brigade sub-station in Langer Road, on the site of what was Sheldrake's Builders. It appears to be a standard, early 1937 East Suffolk registered Model 'Y' van, CBJ 947, (note sidelights and no bumper) with a cumbersome wooden gantry attached, on top of which is a ladder and flashing lights. There are seven members of the station crew, most of whom presumably cycled behind the van on call-out as there would be various tools and equipment in the back of the van to help them once they arrived at the blaze. Apparently, the old sub-station at Langer Road still stands and is now a car workshop specialising in welding and MoT repairs. Thanks John for this unusual picture.

More on REDeX gauges

Geoff Murrell sent me a copy of Roy Berry's 'Workshop' article from the December 2000 issue of 'The Automobile' in which he talks about vacuum in the inlet manifold and its effects on fuel/air mix and ignition timing. Most of the article refers to Roy's 1930's Vauxhall which had a diaphragm fitted, open to the atmosphere on one side and to the manifold pressure on the other. Movement of the diaphragm adjusted the distributor setting by turning the base-plate and hence adjusted the

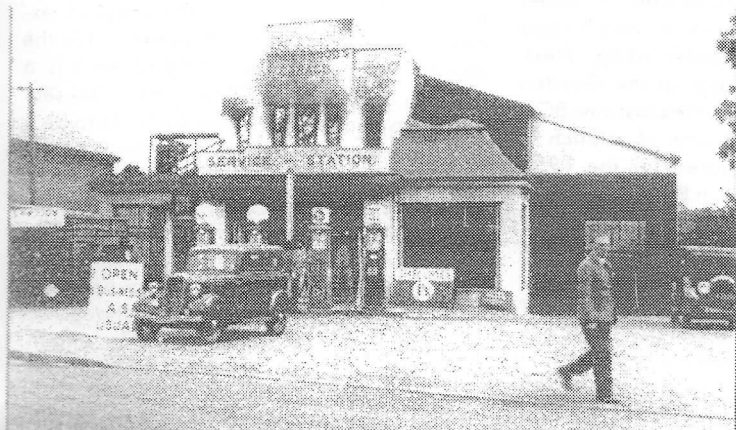


"A Model 'Y' van pressed into war-time service as a fire engine in Felixstowe. Note the blackout paint on the mudguards."

timing to suit the air/fuel mixture. With weak fuel/air mixture, the spark needed to be advanced for maximum efficiency as the mixture was slow burning.

Our cars do not have this luxury and the REDeX gauge, fitted to the dashboard and connected to the inlet manifold, was a means of telling the driver the vacuum pressure. By keeping it as high as possible (anything up to 30 ins of mercury for an engine in good condition) you are assured of maximum fuel economy. It was all a bit of a con really as, in order to achieve this economy, you had to have minimal throttle opening (obvious really!). Opening the throttle would cause a drop in the reading as the depression in the manifold was partly satisfied by the less obstructed flow of fuel/air mixture.

'Business as Usual'



This is the title of a booklet sent in by Peter King. It was written by Brian M. Jay and recounts the history of the village shops on Mersea Island off the coast of Essex. The cover photograph is illustrated. The caption reads:-

"Underwoods Garage in Kingsland Road shortly after the fire of June 1938. The fire which started in the Battery Shop destroyed

a large area of the roof and interior at the front of the building. When the building was repaired, it was re-instated as the original with the addition of a clock on the front elevation. The hut being used as a temporary office can just be seen on the left and a new Model Y is being displayed on the forecourt. Petrol from the Shellmex pump on the right is advertised at 1/5d per gallon."

The Model 'Y' has a registration EVX 810, which is a June 1937, Essex registration. If the fire was in June 1938, which was well into the 7Y model production, EVX would not have been a 'new' car for sale as stated. In fact, I can just see what looks like a car badge mounted on the front bumper. It must have been a second hand car for sale, or the manager's car parked up for the day!

Model 'C' Pick-up

Eddie Parkin was understandably miffed at my comments on the conversion of his perfectly good Model 'C' to a pick-up. As a believer in the aim of the Register to keep our vehicles on the road in as near original condition as possible, in principle, I am naturally against such conversions. Having said that, the latest photographs which I have received, via Bob Wilkinson, demonstrate the excellent workmanship which has gone into the conversion, on which Eddie is to be congratulated.



"A rear view of Eddie Parkin's Model 'C' pick-up, showing the excellent workmanship which has gone into this conversion

Dearborn nearly.

Robin Del Mar writes:- "I have just spent a month in the USA and our bus driver (I am a member of the BBC Concert Orchestra) gave me a copy of

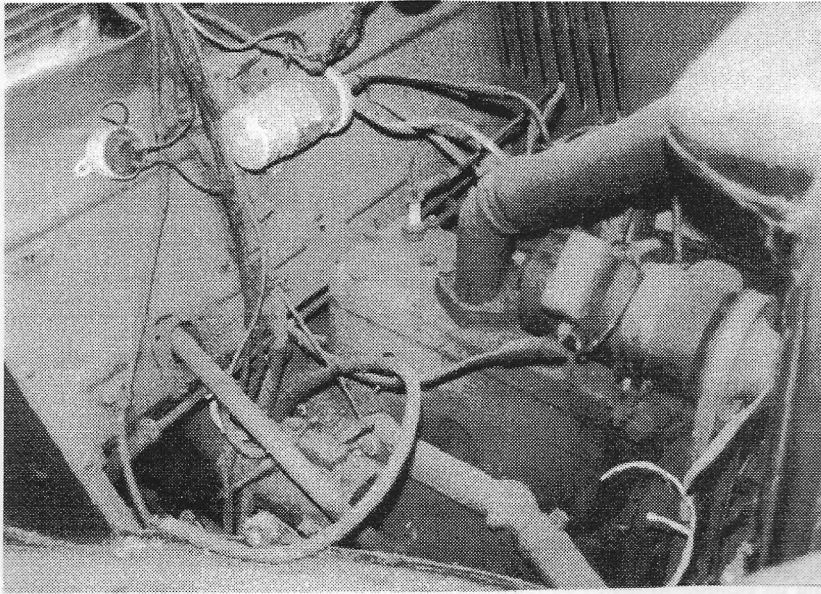
Hemmings Motor News. He is the Art Allum whose address is on the back. He is an amazing fellow who collects cars and has over 30 to date, mostly American, including Ford Thunderbirds from 1956, '57 and '58. During the course of our tour he acquired his first British car, a Mk1 Jaguar. I thought you might be interested to have the magazine in the club's archives as the Ford pages are interesting and particularly the entries concerning Ford parts.

We flew home, coincidentally, from Detroit and passed all the signs for Dearborn. I was frustrated not to be able to go and see it all! I picked up the enclosed leaflet for the Ford Museum and again thought you might be interested."

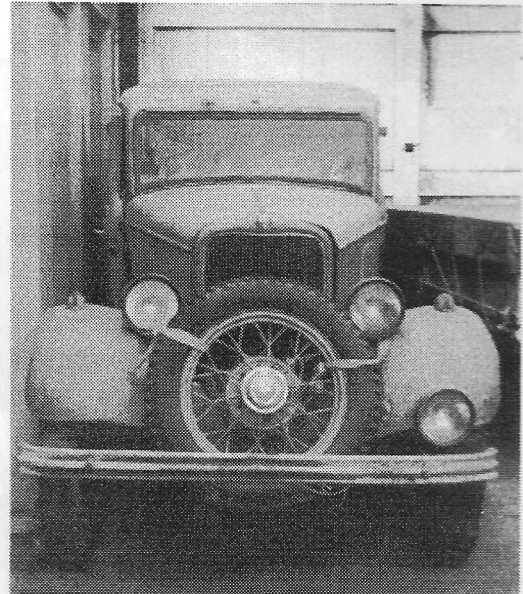
Thanks Robin. The January 2002 issue of Hemmings Motor News is some publication; over 660 pages of motoring advertisements. The large Ford cars and parts sections make fascinating reading and are naturally all American product related. By our standards, cars and parts don't come cheaply! The pamphlet on the Henry Ford Museum and Greenfield Village reflects the major expansion of the exhibition facilities in Dearborn since I was there researching my book four years ago. Although not the fashionable end of the USA to visit, I can thoroughly recommend a three or four day visit for enthusiasts of the Ford family, the Ford factory, Ford cars and the American heritage displays in Greenfield Village.

Our oldest car

At long last we have confirmation that the short rad Model 'Y' owned by Roger Moore is the oldest known surviving production model. We were informed by Roger that its chassis number was Y249, but were waiting with baited breath to learn the Briggs body number. Roger has sent photographs of the car, including one of the brass strip screwed to the bulkhead. This clearly reads 135/245. The car looks to be complete and rust-free but is in need of a total restoration.



"The oldest known surviving Model 'Y' in dry storage in Leicestershire. The engine compartment of Y249, showing the Briggs body number, 135/245, embossed on the brass plate screwed to the offside of the bulkhead."



News of new members

The following have joined us since our last magazine was published:-

C1145 Gary Crosby

48 Richardson Drive, Stourbridge, West Midlands, DY8 4DW.

F1927 Ivan Ford

1 Beanstown Road, Lisburn, Co. Antrim Northern Ireland, BT28 3QS.

G1930 Frank & Pauline Gowing

Otter Brook, Kilquade, Greystones Co. Wicklow, Ireland

J1415 Gwyn Jones

A.F.G. Old Builders Yard, Gaerwen, Angelsey LL60 6LG

M1753 Andrew McClurg

Blakeley Hill Farm, Bitchburn, Crook, Co. Durham, DL15 8AP

M1852 Ian MacDonald

20 Jamieson Drive, Stornoway, Isle of Lewis, Scotland, HS1 2LF

N1207 George Newbrook

The Old Oast House, 14 West Street, Weedon Bec, Northamptonshire, NN7 4QU

O-P103 Joseph Pace

26, "Classic", Melchiorre De Robles Street, Kalkara, Malta CSP 11.

O-S101 Joaquim Sousa

Rua D, Jose 1, Lote 8, Fraccao-c Penafiel Penafiel, Portugal 4560-563

S0643 Eric Street

Ty Cambria, Dinas Cross, Nr Newport Pembrokeshire, SA42 OUY

New Members News

This issue welcomes new members from England, Scotland, Wales Northern Ireland, Eire, Malta and Portugal - very cosmopolitan! I begin with Gwyn Jones who joins us with his 1936 Maroon / black Model "Y", BER 502. Members will recall this "on the road" vehicle as being previously owned by Chris Williams. Gwyn owns a body repair and paintshop and is prepared to offer facilities to members painting their old cars. You can contact him on 01248 421369. Thank you Gwyn for your most generous offer. I'm sure members will be very appreciative!

Gary Crosby has a 1937 Model "Y" under restoration - let us have further details Gary so we can update the Register listing. Next, way back in May last year at the Gaydon Show, your intrepid "Y" spotters last saw BGU 511 on Paul Beck's stall- one of a batch of cream Model "Y"s prepared for the 1934 Ford Dealers' Convention in Blackpool. Well, it has made a long journey north and ended up on the Isle of Lewis with Ian MacDonald, where it will be receiving a full restoration. George Newbrook doesn't have a "Y" at the moment, although he may be looking for one in concours condition. George and his wife used to have two Model "Y" saloons which they sold many years ago. Both were black, two-door (Tudor) models with red trim. Their registration numbers were OW 9791 (owned by George 1954 - 1959) and DKE 55 by his wife in 1963 - 1968. It is a long shot, but perhaps is one of the "Y"s still around with its original registration?

Ivan Ford in Co. Antrim is also looking for a good Model "Y" in 'on the road' condition. Don't forget to look at our cars 'For sale' column Ivan in this issue. Eric Street's Model

"Y", BPH 790, a 1934 two door, is happily on the road already, having been refurbished by it's previous owner Keith Button. Eric is fortunate in having the logbook from January 1951. You will have read else-where in this issue about the death of long-standing member, Peter Nesom. Peter's Model "Y" a 1934 Fordor, VN 5358, has been taken over by his nephew, Andrew McClurg. Hopefully Andrew will get the same pleasure from the vehicle that his uncle obviously did.

Now, to our two new European members. Joseph Pace in Malta has re-joined the fold with his four door Model "Y" saloon, 4830, having met up with Tim Brandon whilst Tim was there on holiday. The car is under restoration and still has its original engine & registration number. Joaquim Sousa, in Portugal, has two Model "Y" left hand drive saloons. The first, previously owned by ex-member, Casimiro Duarte Barreto, has the registration number AC - 98-01 and is a maroon and black 1934 two door. The second (also under restoration) appears to be a vehicle previously unknown to the Register, a 1934 four door, AD-09-60, with the chassis number Y55117. Last, but by no means least, I welcome Frank and Pauline Gowing, who are now the proud new owners of AMF 277, a 1933 Model "Y" Cairn coupé previously owned by John Harrison. Although on the road, Frank and Pauline will be undertaking some body restoration to their new acquisition. Hopefully, we may see them on Convoys 2002 in June.

Welcome to you all. As spring will soon be upon us and the nights will be getting lighter, old (or should that be existing members) could jump into their vehicles and pop out to see those new recruits living locally. I'm sure a everyone (including the humans) would enjoy making the effort!

Christine Baldock
Membership Officer.

Members' Cars

This time round we are going Stateside to Colorado, where lives Bruce Clifford. In 1992, Bruce swapped a Model A for a most unusual Model 'Y'. The car had originally been a 1934 Fordor De Luxe, chassis number Y57536 and body number 166/2799. It was registered in Wiltshire in April 1934, WV 5298.

It appears to have been supplied originally by Henley's, as there is a Henleys badge on the grille. At some time, it passed into the hands of the Earl of Suffolk. From my 'Who's Who' of 1932 I read that he was the 20th to hold that title and that he was also the Earl of Berkshire, Viscount Andover and Baron Howard. He was born in 1906, Charles Henry George Howard, and lived on a 10,000 acre estate, Charlton Park, to the east of Malmesbury in Wiltshire. He would have been about 30 years of age when he took over the car. He was obviously keen on shooting and fishing as he had the car converted to a rather smart pick-up to carry shooting and fishing parties around the estate. It was kitted out by a Cirencester shop called 'E&F Sporting Goods', whose name is on plaques on each side of the cab. The shop supplied shotguns and fishing equipment for the vehicle. Also carried were wooden shafted golf clubs, picnic basket, 'Shellmex' petrol can, tyre pump, brass fire extinguisher and an extra set of spark plugs (Wipax, with blue porcelain).

The conversion was probably carried out by the estate carpenter as there is no sign of a coachbuilder's plaque (unless it was Henleys) and the rear of the cab is a box-like structure with aluminium sides and a wooden rear, rather than a welded sheet of metal, which one would expect from a professional coachbuilder. The original Model 'Y' Fordor is sawn off immediately behind the front door retaining the B post to support the fabricated rear of the cab, in which there is a rear view window. Bruce explains; "Additional bodywork is aluminum (sic) and wood. The aluminum is nicely done, using lots of little screws to anchor it to the wooden framework. The rear fenders were specially fabricated also. Tail gate latches and a new gas tank, bumpers and brackets were also specially made. When I put the car back together, I aligned all of the screw head slots. Whoever converted the car did a fine job and was very detail orientated."

"The Earl of Suffolk's pick-up for transporting shooting parties round his estate. The car, originally a 1934 Fordor De Luxe, retains its rustless steel headlamps, but carries 'foreign' sidelights and has lost one of its windscreen wipers."

It is not thought that the Earl travelled many miles in the car. It is suspected that, come the Second World War, the car was stored away. The fate of the Earl is not known. Rumour hath it that the car was sold to a Mr. J.D. Long, who married the gamekeeper's daughter. Mr. Long apparently retired to Colorado, U.S.A. with the car (probably in the 1960s). The car was then acquired by an antique dealer in Colorado from Mr. Long when he moved to

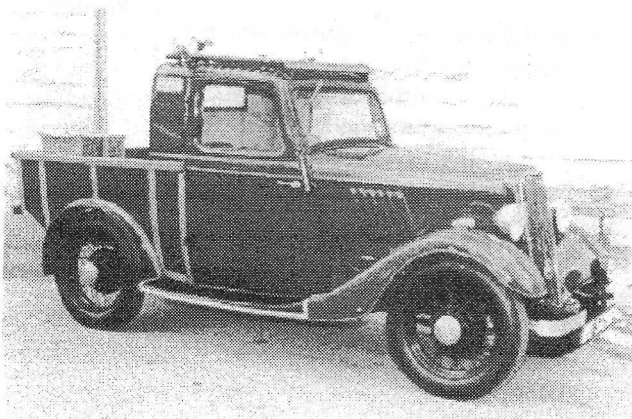
a retirement community in Mexico some ten years ago.

The car arrived at Bruce Clifford's house on the back of a truck on 7th February 1992. The car was running and in pretty good condition. At that time it was painted black and "had some rear end noise." Bruce continues, "In the fall of 1993, I decided to do a 'minor' restoration. A month later, it was down to the bare frame. Most of the restoration consisted of cleaning the many old layers of paint off the car and reassembly. I replaced any bearings I could and also replaced the differential gears. The radiator was re-cored and I re-finished all of the wood. The colour of the original 4 door was grey [not a production colour - Ed.] I decided that it would look good green. I had the car up and running by June 1993."

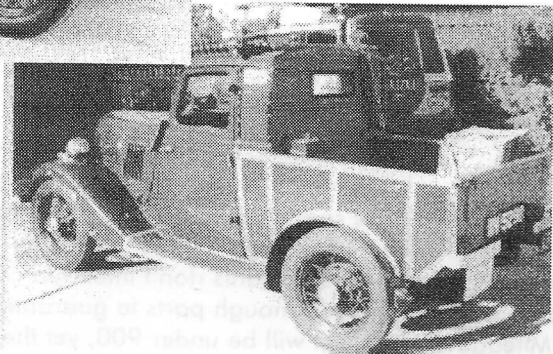
"The car causes a sensation wherever it goes. People will walk right past a Rolls Royce to look at it. I have had it in a few shows and it has always brought home a ribbon or a trophy. I had it at the Colorado English Motoring Conclave a few years ago. It was put in a group of cars called "Others" and competed against various makes that don't show up in sufficient numbers to have their own group; like MGs and Triumphs. Voting is strictly 'people's choice', so it is basically a popularity vote. That year a nice Aston Martin DB4 showed up. My car out-scored it handsomely. I came in second, being beaten by a beautiful Riley drophead coupe. I was happy to have out-scored James Bond's car.

Another time, I was approached by a man in his seventies. He walked right up and said, "That's a Model 'Y' isn't it? I haven't seen one of those since I was in England during the war." He told me how the car he used during the war was a 'Y' and how much he liked it. He told me stories for over an hour and, before he left, he thanked me profusely for bringing the car.

I like to imagine that my car spent its war years on an airfield being driven by some fighter pilot. There is a doctor here that owns a Spitfire and I see it from time to time. One of my goals is to get a picture of my car parked in front of the airplane (sic)"



"A view showing the aluminium and wood extension to the rear of the sawn-off cab, the fabricated rear wings and the tailgate."



Spares report.

Spares orders.

Not so much a report as a comment on the current situation, for it has to be said that at present I'm quite busy packing and dispatching spares. This passage is written on the 28th of February and for what ever the reason I have packed and dispatched about 120% more spares this year to date than I did in the last six months of 2001. Why the level of orders has picked I can't answer. It's probably Bruce's hypnotic powers of getting your money in our Bank but, whatever it is, it's working. However it must be stressed that Bruce is a 'money man', and is the first to admit he is not at all technically minded. So please only send completed order forms or e-mails to Bruce requesting parts published in our Newsletter. If you have a query regarding a listed part or the supply of a part not listed, please contact me directly, (a stamped addressed envelope for the reply is always appreciated.), or alternatively by e-mail.

New storage site - help needed.

Now to the situation, regarding our two storage containers. These are sited at Stevenage, Hertfordshire on land owned by Neil Bray, one of our members, to whom we are very grateful. We have now received offers of help from several members with respect to the moving of the contents of the Barn to the containers. I do not intend this to happen in one move, even if that was possible. As our stock weighs several tons, it wouldn't be possible anyway. It will in fact take a dozen or so trips and this time I'm quite determined to store it in a very organised and recorded manner. However first things first. I'd like to cover the roof with a protective weatherproof material and insulate and line out at least one of the containers. I'd ideally like to start this work in the spring, over the course of several Saturdays or Sundays, so volunteers please. The best man to co-ordinate this will be Bob Wilkinson, so please contact Bob if you can help. If anyone can get hold of some Dexion material (shelving, brackets, etc.), it will be much appreciated.

Condensers

As I'm personally satisfied with the performance of the Lucas condenser which I have been trialing, (part number DCB101, available from Halfords) and having decided to run my cars on them, I've carried out a slight modification to my distributor body. As the OD (outside diameter) of the body is exactly that of the original, the problem is that the fixing tag is on the wrong end of the body and its angle. I've bent mine over 90 degrees, drilled and tapped out a screw location on the reverse side of the distributor body, in order to create a permanent fixing. The cable fitted to the condenser will just reach the terminal.

Surplus bits

I make no apologies for repeating my plea for used or surplus brake shoes, UJs, clutch plates, pulleys, king pins etc. which can be refurbished and added to the stock.

Convoy 2002 spares

Now to 'Convoy 2002' and spares being carried. To date only one member has taken the trouble to write and list the parts he intends to carry. It would seem that the balance of 40 plus participants don't intend to carry anything. However I've been asked to put together enough parts to guarantee everybody is kept on the road. Mileage of the event will be under 900, yet the overall distance to be covered by everyone will exceed 60,000 miles. So all participants, each and

every one of you, as soon as this Newsletter reaches you, I need to hear back from you all, even if its to say that you won't have any spares. Then my crystal ball will have a better chance of getting us all home.

Sam has repeated an article in this issue which I put together apparently 20 years ago, which frankly I'd forgotten I'd ever written. It is in many ways very similar to the 'Doctor Ford' article that was published in Issue 116. This conveniently brings me to the point that we are restricted to two basic models and accordingly have a very limited number of topics on which to write articles!

Anyway I'll keep packing if you keep ordering!

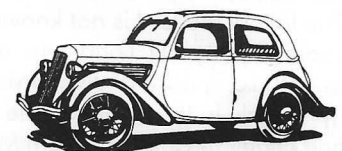
Graham Miles

Moderns competition

A new book on Ford has hit the bookstores entitled 'Ford in Britain' by Martin Rawbone. It concentrates on the post-war Fords of Dagenham. A review of the book will be included in a future issue of the magazine.

However, a quick thumb through revealed a list of code names for the various models. In addition to those which Geoff Murrell listed in Issue 134 (with which, incidentally, Martin Rawbone agrees) there are the following:-

'Buccaneer' for the Corsair;
'Carla' for the Capri Mk III;
'Colt' for the Capri Mk I;
'Teresa' for the Cortina 80/Mk V and
'Toni' for the Sierra.



The Minic models - Part II

In Part II we continue the article written by Sue Richardson in the February/March 1989 issue of 'Model Collector', kindly sent in to me by member, Malcolm Grace. In Part I, Sue covered the outline history of the Model 'Y' and stressed its importance in car lore. She also described the Tri-ang Minic basic model, which was the only Minic to replicate an actual marque of vehicle. She continues:-

Difficult operation

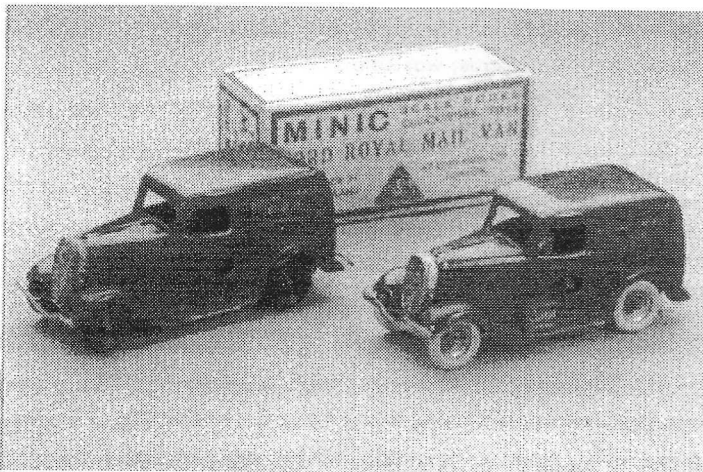
"At sixpence, they cost the same as a Dinky 24 Series car and you got much more for your money with the Minic. The toy consisted of the two pressings already mentioned plus a baseplate which terminated with correctly shaped front and rear bumpers. The van had the rear bumper sheared off at the edge of the bodywork. The rear wheel cover is perfectly circular, and if you look down either side of it on the chassis pressing you can see the witness of the slots for the tabs on the back of the van body. The pretty little shield-shaped radiator has the bars running vertically and fits over the nose of the bonnet. This was obviously a difficult part of the operation as quite a large number aren't quite fitted properly on one side.

The petrol can is shared with the rest of the Minic range but the wheels are particular to these vehicles. They are chromed, single dished pieces of tin which press onto the axles and have special tyres which are open round the centre, rather like a bicycle tyre, and slip over the outer edge of the wheel centre. Until just recently, it was a great problem finding replacements if the tyres stretched, went hard, or soft and runny as so many do. Now, however, a replacement tyre is made, both in black and in white. The replacement is actually made to the same dimensions as the same type of tyre used on CIJ cars in France in the early sixties, so it is a little small in external diameter but the difference is insignificant. Unfortunately for their looks, the photographs that illustrate this article were taken before the replacement tyres came on the market - but they are original! I've changed the worst ones now as I see no point in horrible tyres spoiling the looks of a pretty toy. The rubber tyres give good grip and a fully wound 'long running clockwork motor' will propel the car or van yards along the linoleum.

The colours of the saloon are many and varied but you will look in vain for the combina-

tion shown in the catalogues: greyish blue or blueish grey with dark blue or black chassis (depending on the clarity of the printing). No petrol can is shown. Despite the fact that it was never produced, Tri-ang never altered it, for that would have cost money, colour blocks being expensive. In those days too, no-one expected an illustration to have verisimilitude so there was no point in changing

the wing which are more or less visible through the paint. I've seen white-tyred vehicles without petrol cans. This could have been a mistake or black and white tyres may have overlapped or some rotten kid may have changed them. A higher percentage of Ford £100 saloons seem to have petrol cans than do tourers or limousines or other cars in the pre-war Minic range but this may be an illusion.



"Two versions of the Minic Royal Mail van with the earlier 'ER' model on the right."

it. Indeed, no Model 'Y' was ever two toned with chassis different from body. The painting rule at the factory was: if possible to dip, dip. By assembling body to chassis/wing unit, it was possible to dip them all the same colour, so dipped they were.

They were painted blue, from pale duck egg through several shades, including a beautiful mid-blue to dark green, greens on a similar range, garnet red and scarlet, grey and stone.

It is very difficult to tell just when a particular model dates from but I will propose that the first releases were painted stone with the spare wheel cover in black. Black is an unusual colour for the cover which is usually chromed, and the blacking was an additional process which could have been cost cut. Moreover, most of the stone with black wheel cover models I have seen have had the wheels 'inside out', a convex curve to the outside rather than the norm of the curve being concave to the eye. This model always has white tyres and a petrol can.

The next models had the wheels the 'right' way round and a petrol can and from now on the spare wheel cover was chromed. The next change was to black tyres, all else remaining the same. Next the petrol can was dropped though you can still see the slots in

During 1937, the trade catalogue numbering was changed on all the range: 2549 Ford Saloon became 2821. Possibly at the same time, individual Minic numbers were allocated, so that number 1M begins to figure in catalogues. Lines Bros were always very careful with product numbering, as was essential to enable them to run such a massive operation, for Tri-ang toys was only one part of an enormously productive enterprise. But they couldn't see that the general public could be interested in the number so they didn't very often put them on boxes or retail catalogues. In the 1940 price list 1M was joined by 1MCF, the CF standing for 'camouflaged'.

(See photograph in Part I in the last issue). The car was assembled further than it had been, before painting. Assembled to the body and chassis parts were the spare wheel cover and grille. The ensemble was dipped in dark brown-green semi matt paint and then, after it was dry, lighter brown camouflaging was applied by hand - so that no one model is quite the same as another. The bumpers were painted brown too and the wheel hubs were either the base colour or had been chemically blacked. (This blacking is also found on some normal painted 1M Saloons). It had black tyres and no petrol can. It can be difficult to tell in an isolated case whether the camouflaging is original or applied later but there is a consistency about the factory finish and repaints usually stand out easily if compared with a known original. By 1941, only the camouflaged saloon was available from the factory, 1M having been dropped from the trade catalogue.

Wheels and colours

Production was resumed after the war. The tin plate pieces are virtually indistinguishable from earlier production, though some tool wear or not such tight quality control is sometimes apparent. The only way to date them is to look at the wheels. A variety of types of solid black plastic wheel was used, ranging

from really fat blobby looking ones to a thin sectioned elegant type with fine tread detail. Plastic was used extensively in the factory before the war, so plastic wheels could have been fitted then but I am assuming that they weren't because otherwise the Camouflaged Saloon would have been shod this way.

I also suggest that tin wheels weren't used much, if at all, after the war because of the expense of making their unusual tyre. The colours cover a much smaller range, the rule in the factory being 50% red and mix up the rest. 'The rest' were usually blue and green - though the shades are more varied than on later (lorry) production, perhaps because one family employee got fed up with the colours being the same and varied them until he was caught out and hauled over the coals for his independence.

Model 'Y' Saloon pressings were exported to New Zealand and painted out there. A correspondent reports examples painted blue and red. Because of the complexity of their production they were quickly dropped from the range at some time in 1949, as they do not appear in the 1950 catalogues.

The Transport Van development followed that of the Saloons almost exactly. It was released in 1936 with the trade number 2551 and, in the catalogue, was coloured a light mustardy yellow with a black chassis and no petrol can. Again, a combination not found 'in the tin'.

In 1937, the number was changed to 2823 and it was given the Minic number 2M. The same pretty stone colour is found as on the saloon. It comes in grey, and shades of green, blue and red. White tyres are earlier than black and there is usually a petrol can. The side advert is normally a small version of the red and black on gold 'Minic Transport Express Service' that is standard to the Minic vans of all sizes. The rear 'doors' have two transfers, black on red, of the words Tri-ang and Minic, the former above the latter. These decorate the rear nicely, as without the rear bumper they are rather plain. One or two examples have the Tri-ang triangle transfer replacing the side ones.

The Light Van was never camouflaged and it last appears, 'pre-war' in the 1941 Price List. The post-war examples are easy to distinguish. The rear bumper was not cropped off and the rear transfers were omitted. The rear wheels are plastic, fat and unattractive or fine and treaded. Usually the standard Tri-ang transport transfer appears on the side but sometimes the small black on red 'Tri-ang Made in England' transfer is used, which otherwise can appear as a subsidiary decoration on the larger vans. Pressings were shipped to New Zealand and have been reported painted purple! It was deleted in 1949.

Royal Mail

In 1936, for 11 months, Edward VIII was on the throne, so the Royal Mail Van has E and R bracketing the crown on the lower line of the transfer. Lots of these were made and it must have been possible to buy an ER van long after George VI came to the throne. Perhaps Tri-ang didn't change the decal until they ran out of the first print of transfers. All later production has G crown R on the second line below Royal Mail. The catalogue shows it as being red with a black chassis but it was only ever painted all-over red, usually a shade of crimson before the war and scarlet afterwards. The tyres change from white to black and it is usually fitted with a petrol can.

Some pre-war examples have the same tail transfers as the van (Tri-ang and Minic), but others don't. Post-war the wheels are plastic and the rear bumper is not cropped off. The number changes follow the expected pattern. Initially 2550, it was renumbered 2822 and 3M. The production dates are the same, 1936 to 1949.

To show how careful you have to be before claiming that a Minic is completely original, I have to admit that while writing this article, I re-examined a model that I have stated before in print was untampered with and is an ER van with black plastic wheels. I now think that it was opened and replacement chassis was fitted because the tabs underneath are facing in different directions, whereas on all other Minic Model 'Y's, they are either all bent in or all bent out. Paint has also chipped off tabs front and back, presumably when they were bent open and reclosed, so examine potential purchases very carefully. If that's not a warning to heed in these days of price hype, I don't know what is! As a matter of interest the Post Office didn't run Ford Model 'Y's but they used Morris Minor Vans from the early thirties and later the 1 and 1½ ton Morris Commercials (cf. Dinky 34b).

Attractive boxes

The attractive little cream card boxes are printed in green for the Ford Saloon, dark blue for

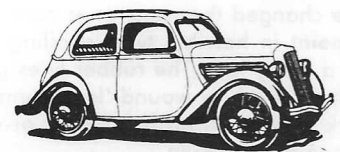
the Ford Light Van and (appropriately) red for the Ford Royal Mail Van. Each one has a little spy hole with an arrow and 'see colour' on it. I wonder why they put that on the Royal Mail Van box? There are two printings of each box. The first says that there are over 36 vehicles in the range and the second that there are over 70.

'Meccano Magazine' advertising first claimed over 70 in the range in November 1937, but a meticulous correspondent bought one of the earlier boxes in January 1939. It was probably old stock but just how old one doesn't know, and so far there's no evidence of a precise introduction date. Each box was supplied with a tin plate key before the war and a die-cast one afterwards.

The two presentation sets available during the 1930s both contained examples: No.1 (2868) cost 5/- and was 'attractively displayed in a strong decorated cardboard box'. It was cardboard and measured 11¼in x 11¼in x 1 5/8in. Contents: Limousine, Sports Saloon, Open tourer, Ford £100 Saloon. For 10s 6d, you could buy Presentation Set No.2 (2869). The similarly printed box measured 15¼in square by 2½in deep and contained: C.P. & Co Van (Carter Paterson), Transport Van, Tip Lorry, Racing Car, Petrol Tank Lorry, Limousine, Ford £100 Saloon, Ford Royal Mail Van, Ford Light Van, Tank. Please may I have one for Christmas?

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So ends the lengthy article by Sue Richardson on the Model 'Y' Minic tin plate models. The amount of knowledge of these models shown by Sue is mind-boggling. I would only quibble with one point she made. As described in issue 120 of the Register magazine, a batch of 28 Model 'Y' vans was manufactured between October and December 1936 for the G.P.O. After conversion by Duple, they were used by the Post Office in rural areas. An interesting discovery of an earlier batch of Model 'Y' Post Office vans will be reported in the next issue. How many members possess one or more of these Tri-ang Minic models?



Centenary of Ford racing.

Although you will be reading this in 2002, it would be wrong to let 2001 slip into history without a mention of the race, one hundred years ago on 10th October 1901, which launched Ford into racing and also initiated the phenomenal start-up success of the Ford Motor Company twenty months later in June 1903. The race was the first ever Detroit motor race and was held on the one mile dirt horse track at Grosse Point, which was to become an exclusive residential area about eight miles to the east of downtown Detroit on the banks of Lake St. Clare. Henry's first venture into automobile building, as the superintendent of the Detroit Automobile Company, had failed and the company went out of business in January 1901. Ford desperately needed to prove that his ideas were better than anyone else's so that he could raise money to fulfil his ambitions. Henry saw motor racing as his saviour. In those days, practically every competitive event made technological strides over the previous one, as automobile constructors learned the art of their new-found trade. Success at events invariably meant an increase in sales. As Henry Ford was famously to declare, "If you win on Sunday, you sell on Monday".

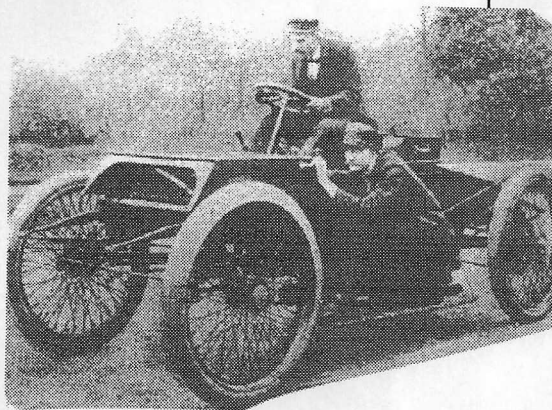
Henry did his homework and came to the conclusion that the power to weight ratio was all important in racing car design. His first machine had two opposed cylinders of seven inch bore and seven inch stroke, which produced about 26 brake horse power. The car weighed only 1600 lbs, which was much lighter than other racing cars. The car's first race was the feature race of the day at Grosse Point, for which \$1000 and a cut glass punch bowl and glasses were the first prize. Originally there were three entries and the race was to be run over 25 miles, but one car fell out before the start and the officials reduced the length of the race to ten miles as the first two races had taken longer than expected. This left the novice, Henry, in his new car against the hot favourite, Alexander Winton, a Scottish immigrant who was a well known car builder in Cleveland and who was the best driver of the season nationally. He had broken a local record earlier that day. So confident was Winton of winning that he had sent his sales manager to ensure that the race promoters were buying a prize to his liking!

Henry completed a two lap warm up with Tom Cooper, a well known bike rider who gave

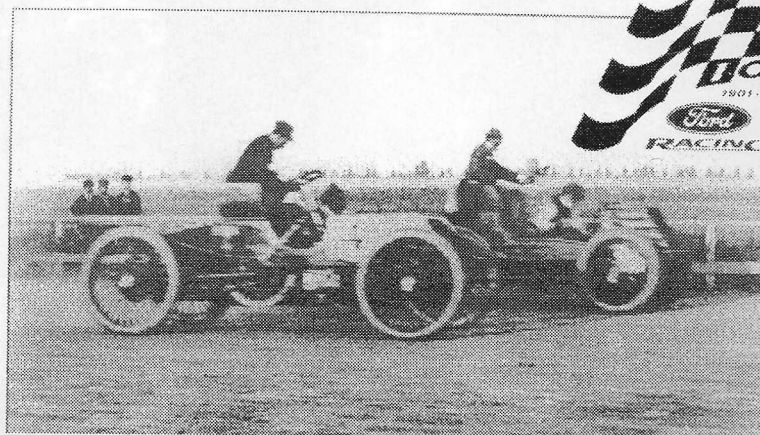
him tips on where to speed up and slow down in the race. Winton took the lead from the start of the race and after three laps was more than 300 yards ahead. Ford was faster on the straights but had to slow right down at the corners, despite Spider Huff, the riding mechanic leaning out to help with the car's balance. Then slowly Ford ate into Winton's lead. On the eighth lap, with smoke belching from Winton's car, Ford went into the lead. Winton finished the race, but Ford won in 13 minutes and 24 seconds, an average of 44.8 m.p.h.

It was a remarkable achievement and it guaranteed Ford the publicity he sought. His name was suddenly on everyone associated with the motor industry's lips and, thereafter, he had little problem in finding backers for his new company.

My thanks to Leo Levine's "Ford: the Dust and the Glory - Volume 1" and the in-house Ford Motor Company publication "@ford" for their input to this article.



"Henry Ford, with Spider Huff in the normal riding mechanic's position. Note the mechanic's 'running' board and handles."



"The eighth lap with Henry Ford (No. 4) about to overtake Alexander Winton and win the race."

Carburettor sludge

Having suffered with sludge in the carburettor of my old Model 'Y', CNN 125, which required me regularly to clean out the float chamber, I was interested in a letter on the subject, submitted by Cecil Mitchell of Maida Vale, London, which appeared in February's issue of 'The Automobile'. I am grateful to Brian Heath, the Editor, for allowing me to reproduce part of the letter here.

"Cocoa and Copper

During my early years in the oil industry, working on fuels and lubricants for the automotive market in the 1950s and '60s, motorists used to get concerned about deposits of a dark brown powder in more stagnant parts of fuel systems, especially float chambers. It closely resembled cocoa powder in appearance and soon became so named. This 'cocoa' was composed of extremely fine rust particles from the interior of steel petrol tanks which were continually washed clean and thus well exposed by normal tank breathing to oxygen and also to atmospheric moisture which catalysed the rusting.

Nothing much seems to be heard of that phenomenon nowadays but its effect was generally cosmetic. Perversely, my only experience of any real trouble resulting was to myself. My then everyday transport had an SU petrol pump which started to work unreliably. The cause was eventually traced to cocoa compacted in the pumping chamber behind the diaphragm. The build-up reached a stage where the return movement was restricted sufficiently to interfere with the tripping of the automatic operating switch."

The letter goes on to discuss the chemistry behind a similar phenomenon with copper petrol tanks which produce a



green sulphurous verdigris. I recall my worst experience with the sludge which caused fuel starvation halfway across a busy cross-roads. The engine spluttered and I had the presence of mind to pull out the choke, which by-passed the normal fuel jets and saved the day. A stop at the next convenient lay-by enabled

me to remove the float chamber, extract the float, scrape the 'cocoa' off the base, swish it round with the little bit of petrol still there and empty it by the roadside. A good blow through the jets, from the venturi side of the chamber, cleared the blockage and, hey presto, I was on my way!

Y&C REGISTER PARTS FOR SALE

Y&C REGISTER PARTS FOR SALE PLEASE NOTE ORDERING PROCEDURE: Use the Club order form. List items required & prices in columns provided. UK prices include Postage & Packing. Eire & Europe postage will be invoiced according to additional costs. NOTE: EXCHANGE ITEMS MUST BE RECEIVED WITH ORDER BEFORE RECONDITIONED PARTS ARE SENT. The Register does not accept liability in any form whatsoever for items sold directly/indirectly through its activities. The Ford Y & C Model Register reserves the right to change prices from those quoted without prior notice. Prices quoted are not negotiable. It is regretted that we are unable to supply beyond European Community. Sheet metalwork can be supplied direct by K.A. Developments - see 'Useful Contacts'. If a required item is not listed, please submit S.A.E. with request

MECHANICAL-SUSPENSION, BRAKES & STEERING

	PRICE
Clevis pins (20 thou oversize) with split pins:- State S.R/LR./ C .	£8.00 set
Front shackles (pattern part)	£7.00 each
Rear shackles (pattern part)	£5.00 each
Bushes for shackles - state front or rear	£2.00 each
Front road springs Y&C (not Ford). (Rear, used on application)	£33.00 each
Shock absorber kits:- Temporarily out of stock - Contact Graham Miles.	
Front brake lever return spring, Y2096 RH or 2097 LH	£4.00 each
Rear brake cam shaft lever spring Y2220 RH or Y2221 LH	£4.00 each
Brake operating wedge, LR and C 48/2050	£13.00 each
Front brake lever, SR/LR/C Y2084	£13.00 each
Brake operating shaft (top king pin) RH Y2076, LH Y2077	£25.00 each
Rear operating shaft, LR/C. RH CE2231, LH CE2230	£25.00 each
Rear brake cam shaft SR. RH or o/s Y2231, LH or n/s Y2232	£13.00 each
Rear brake cam, SR Y2230	£13.00 each
Exchange brake shoes, rollers removed. Send old first - set of 4	£35.50 set
Brake shoe pull off springs - Short rad, Intermediate 'Y' set 6	£17.00 set
Brake shoe pull off springs - Long rad post '33, 'C'/'CX', set 4	£13.00 set
Relined front brake drums - exchange in clean condition	£40.00 each
Rear brake rod support bracket for LR 'Y' with double holes	£31.00 each
Front brake rod support, YE2502B. Mounts on A-frame to rod	£6.50 each
Track rod ends with dust covers: -male design	£48.00 pair
.....female design	£28.00 pair
Drag link 'Y' - state L./R.H.D.	£37.00 each
Y&C king pins (Price dependent on level of kit) - exchange	P.O.A.
Steering box servicing - Contact Graham Miles	

MECHANICAL - ENGINE, TRANSMISSION & FUEL SYSTEM

Recon/Exch single water inlet engines 8 & 10 hp (contact G. Miles)	£1000.00
Accelerator return spring Y9737 (on accelerator rod assembly)	£4.00 each
Gaskets - Head set, 8 hp	£25.00 set
Gaskets - Head set, 10 hp	£20.00 set
Gaskets - sump set (state with or without timing chain)	£20.00 set
Engine top water outlet (head to hose)	£13.50 each
Hoses, straight. Top 9.5" x 1.75", bottom 8" x 1.25"	£4.00 each
Moulded top hose - suit post 'Y' head	£8.00 each
Moulded bottom hose - suit post 'Y' engine	£8.00 each
Piston rings, various held - Send piston as pattern	P.O.A.
Valves, post-war, exhaust or inlet - send pattern	£12.00 each
Valves, pre-war, exhaust or inlet - send pattern	£8.00 each
Valve springs (Pt no. 6513)	£10.00 set
Cylinder head stud & nut, Y24052	£2.00 each
Fan belts - state 3" or 4" pulley	£11.00 each
Clutch plate centre - exchange	£26.00 each
Clutch pressure plate - exchange	£46.50 each
Clutch release bearings (pre-packed)	£10.00 each
Clutch spigot bearing	£9.00 each
Gearbox: Large number of parts held. Send list of requirements.	P.O.A.
Front hub bearings	£29.00 pair
Rear sleeved hub bearing kits (includes outer oil seal)	£150.00 pair
Rear hub seals (large outer) Y1175	£3.50 each
Flexible fuel pipe - pump to feed	£33.00 each
Fuel pump - exchange (allow 21 days)	£20.00 each
Carburettor for reconditioning 8 & 10 hp	£105
Exhaust C, with tail pipe - stainless	£80.00 each
Exhaust Y, stainless	£75.00 each
Speedo cables (inner & outer)	£23.00 each

RUBBER PARTS

	PRICE
Door stop buffers - 'Y'	£3.00 each
Front axle beam stop rubber, 'C' (Metal on request)	£9.00 each
Running board pyramid matting (flat sheets)	£36.00 pair
Side lights - base mats, SR	£5.00 each
Rear brake rod support rubbers, LR	£4.00 each
Under bonnet kit, 'Y'	£11.50 kit
Steering joint dust cover	£2.00 each
Engine mount - exchange	£15.00 pair
Engine mount- non-exchange	£30.00 pair
Gear box mount	£23.00 each
Brake and clutch pedals - exchange	£7.00 each
.....non-exchange	£11.00 each

ELECTRICAL

Headlamp lenses late curved diamond (Reproduction)	£14.00 each
Headlamp lenses, used, flat round centers	£12.00 each
Headlamp Magniflect bars (diamond shape)	£10.50 each
Rear wing lamp mounting bracket - finished black	£35.00 each
Battery fixing bolts	£3.00 pair
Battery Lead - Braided. Earth - bulkhead	£2.00 each
Battery lug bolts, pair	£0.75 each
Headlamp bulbs (wattage not stated)	£5.00 each
Bulbs various (if rear lamp, state straight or offset pin)	£4.00 each
Distributor points (not early type)	£5.00 each
Rotor arms (late type)	£4.00 each
Dynamo cut out controls (no mounting bracket)	£15.00 each
Spark plugs - not L10 but equivalent. Set of 4	£12.00 set
HT Lead cap ends (6)	£2.00 set
Side lamp acrylic lenses, 'Y' front	£4.00 each
Dynamo servicing - send to Graham Miles without cut-out and mounting	P.O.A.
Wiring looms (including flashing direction indicator cables)	
- 'Y'	£129.50 ea
- 'C'	£139.50 ea

FITTINGS - BODY

Bumpers, LR Model 'Y' front, chromed	£142.00 each
Bumpers, LR Model 'Y' rear, chromed	£114.00 each
Bumper bar bolts (oval shape)	£5.50 each
Bumper bar end caps chromed, LR and SR	£7.00 pair
Running boards for long rad 'Y'. Moulded matting style fibreglass with steel mounting brackets. Adaptable for short rads.	£90 each or £170 pr
Valance below grill SR, (external part only - fibre glass)	£21.00 each
Floor board screws, set of 40	£11.00 set
Late long rad 'Y' four-door hinge centre bolts with spring + tag	£1.50 each
Brass balls, door hinge	£1.50 each
Roof stick kits in hard wood, Model 'Y' fixed roof	£83.00 each
Striker wedges - female, pillar mounted Y&C types	£10.00 pair
Enamel rad. badge Dark blue-LR&C - Light blue SR& early LR	£15.00 each
Hub caps - Model "Y"	£14.00 each
Oil cans	£14.00 each
Oil can transfers. Black only	£5.00 each
Oil can brackets	£13.00 each
Wheel nuts, 'Y' set of 20	£35.00 set
Wheel nuts, 'Y' individual	£2.00 each
Wheel nuts, 'C'	£1.00 each
Vacuum Wiper Motor	£26.00 each
Wiper blade, non-standard	£1.00 each
Model 'Y' spare wheel strap	£21.00 each

PARTS ORDER FORM - ISSUE 135

To be returned to:

BRUCE ALLAN, 37 MEADOW PARK, CABUS, GARSTANG, LANCASHIRE, PR3 1TA

MEMBERS NAME:- NUMBER:-

TEL NO: DAY:- EVENING:-

E-MAIL:

CAR MODEL / YEAR:- DATE OF ORDER:-

ADDRESS TO WHICH GOODS ARE TO BE SENT - Please print in capital letters and in **black ink.**

NAME _____

ADDRESS _____

POST CODE _____

<u>NEW ITEMS REQUIRED</u>	<u>QUANTITY</u>	<u>PRICE</u>
_____	_____	_____
_____	_____	_____
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TOTAL

ADD HANDLING CHARGE **£ 3.00**

TOTAL DUE £

PAYMENT DETAILS - Payment must be made by cheque or International Money Order (£GB only) or by Credit/Debit card.

*I enclose cheque/IMO made payable to 'Ford Y&C Model Register'. Amount £.....

* or I wish to pay by Credit/Debit card. Type (Visa, Mastercharge, Delta etc.)

* Delete as applicable

Name on Card Card No.....

Valid from: Expiry date: Issue No. (Switch/Delta only)

Payment amount £

Signature:

Please complete and post to Bruce Allan with credit card details (number & expiry date) or cheque. Alternatively, e-mail with credit card details to:-

<bruceallan@telco4u.net >

For all enquiries for parts not listed or of a technical nature contact Graham Miles.

Without exception, all exchange and clean parts are to be sent to Graham miles.

Ford Y&C Model Register Regalia Order Form

Please send completed form with payment to -

Please PRINT your name and address incl. post code

Geoff Murrell 76 Heydon Rd Gt. Chishill Royston, Herts. SG8 8SR

Phone no -	e-mail

Item	Colour	Size	Price £	Quantity	Total price
Clothing					
Sweatshirt, long sleeve, small logo	Orient Blue	S,M,L,XL	23.00		
Sweatshirt, long sleeve, Convoy 2002 logo and personalised with name -	Orient Blue	S,M,L, XL	30.00		
Polo shirt, short sleeve, Convoy 2002 logo and personalised with name -	Orient Blue	S,M,L, XL	25.00		
Sweatshirt, long sleeve. Large logo	Electric Blue	Please ask	5.00		
Hi-Vis Vest with Register logo	Day-Glo Yellow	XL	15.00		
Peaked cap, embroidered logo.	Blue		7.00		
Car accessories					
Register car badge	Bar mounted	Gold	8.25		
	Grill mounted	Blue	8.25		
Tax disc holder	Blue		1.00		
Key fobs, leather.	Blue		2.00		
Key case	Blue		2.00		
Miscellaneous					
Post Card featuring Y Fordor, Y Van, CX Tudor and CX Tourer		4 cards for	1.00		
Umbrella, with Register motif			12.00		
Lapel badge			1.50		
Leather Coasters, set of 4.			3.50		
Earthenware mug			3.50		
Tea Towel			3.50		
Greeting card (no text message) featuring any model listed below Y (Tudor / Fordor / Van) C/CX (Tudor/ Fordor / Tourer)	Please state numbers reqd	Per card	1.00		
Models (O gauge) -	Vineyard Green or Orient Blue (both with Black wings) or Black		52.00	Please state colour	
Y Model Fordor Longrad				Please state colour	
Y Model Tudor Longrad - on plinth	Vineyard Green (with Black wings) or all Black		54.00		
Y Model Van in Millennium livery	Orient Blue with Black wings		25.00		
Rear window stickers					
'My other car is a <i>ford</i> Model Y'	Blue text on white ground		2.50		
'My other car is a <i>ford</i> Model C X'	Blue text on white ground		2.50		
The X can be cut off for C Model owners					
A3 Colour reproduction posters					
1932 Y Model Tudor (prototype)			3.25		
1933 Y Model Tudor (short rad)			3.25		
1934 C Model Tudor			3.25		
Payment UK Sales by cheque Please make cheque payable to Ford Y&C Model Register and enclose with order			UK	post & packing	£3.00
			Overseas	post & packing	£6.00
				Total	£.....
UK or Overseas sales by Credit / Debit card					
Card No:.....		Signature			
Valid from...../..... Expiry date...../.....		Amount to be debited			
Issue No (Delta & Switch only).....		£.....			

USEFUL CONTACTS

Badge Re-enamelling.

Pamela and David Enamels

1 New Street, Chumleigh, Devon, EX18 7DB Tel: 01769 581122

Body Restoration, Panel Repair & Manufacture.

Ken Arthur, K.A. Developments

20A Fore Street, Westbury, Wilts, BA13 3AX
Tel: 01373 827746 or 01225 766669 (evening)

Boring, White Metalling, Bearings, Pistons, etc.

Ron Topping, Northern Rebores Service

54 - 56 Elswick Road, Newcastle-upon-Tyne, NE4 6JH
Tel: 0191 273 4326

Mechanical Overhaul and Restoration.

Tim Brandon, 5 The Street, Stonham Aspel, Stowmarket, Suffolk, IP14 6AG Tel: 01449 711837

Roger Hanslip, 165 Hungate Rd., Emneth, Nr. Wisbech. PE14 8EQ. Ring to discuss needs 01945 430325

Mark Crabtree, 29B, Moss Rd., Mossley, Congleton, Cheshire. CW12 3BN Tel: 01260 299743.

Chassis Restoration, Classic Oils, Windscreens.

Dave Tebb, Little Fenton Lodge, Little Fenton, Sherburn-in-Emlet, Leeds, LS25 6HQ Tel: 01937 557410

Trim, Fittings, Rubber and Accessories, Small Ford Spares. 450x17 Tyres

Paul Beck, Vintage Supplies Limited, Crosswinds, Happisburg, Norfolk, NR12 0RX
Tel: 01692 650455 Fax: 01692 651451
www.smallfordspares.co.uk e-mail: info@smallfordspares.co.uk

Stockists Early Ford Parts

Tony Butterfield (Can supply gaskets) 2 Cockers Lane, Leyland, Lancs, PR5 3SU. Tel: 01772 424032 Fax: 01772 457542
e-mail: tony@roadsters.freemove.co.uk

Julian Janicki, Riverside, Blackbridge Lane, Horsham, West Sussex, RH12 1RR Tel: 01403 251184

Carpets, Upholstery.

Geoff Foss, Family Repair Service, Beales Close, Andover, Hants, SP10 1HT Tel: 01264 323144

Seat Springs (ready for Trimming).

The Bristol Upholstery Spring Co. 79A Grove Road, Fishponds, Bristol, BS16 2BP Tel: 01179 583995

Tyres, Tubes and Rim Tapes.

Tony Etheridge (callers by appt. only) 118 Oaklands Avenue, Oxhey Hall, Watford, Herts, WD19 4LW Tel: 01923 231699

Insurance.

Footman James (Y&C Register Insurance Scheme)
Very competitive preferential rates for members only. From £71.80 per policy for cars valued up to £7500. Fully comprehensive with unlimited mileage. Full breakdown and rescue service in UK and Europe.
Tel: 0121 561 4196 with membership number.